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The Hongkong Telegraph

FOUNDED 1861 NO. 22, 305 六拜禮 號二十月十英港香 SATURDAY, OCTOBER 22, 1927. 日七廿月九

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FOURTEEN PEOPLE MISSING.

SEVEN SUSPECTED PIRATES IN CUSTODY.

SUBMARINE'S 5 SHOTS.

According to the latest estimate, there are fourteen person still missing as a result of the sinking and burning of the s.s. Irene in Bias Bay. Of those rescued, it is declared that seven of them are suspected of being pirates.

The Captain of the steamer reports that the submarine fired five shots altogether—two blanks, one high explosive shell, and two armour-piercing shells.

The Irene now lies sunk in nine fathoms of water, having been practically burned to the water's edge prior to sinking yesterday afternoon. All the British warships which went to the scene have now left.

Latest reports as to the probable number of survivors from the s.s. Irene, which has sunk in Bias Bay following the shelling by Submarine L4, and the subsequent blaze on the ship, put these at 241, and as it is estimated that there were altogether 255 passengers and crew on board, the number missing is just 14.

In a brief report to the police, the Master of the ship, Captain Johnson, states that altogether five shots were fired by the submarine.

First there were two blanks, in the endeavour to get the vessel to stop, and then a high explosive shell was fired, which wrecked the engine room. This was followed by two armour-piercing shells.

In the first instance, states the Master, the persons saved numbered 141, being 138 passengers and three suspected pirates. This leaves out of account the members of the crew. Later, more people were rescued. The warship Delhi saved 12 individuals, who are given as four each of the crew, passengers, and suspected pirates. The total of probable pirates rescued is thus seven.

LORD CECIL'S LEAGUE CAMPAIGN:

WHY BRITAIN SHOULD BE INTERESTED.

THE ORIGINS OF WAR.

London, Oct. 1. Viscount Cecil's campaign for educating public opinion regarding League ideals has opened at the Caxton Hall, with an address largely attacking the argument that the British Empire can afford to regard European troubles and dangers with detachment.

Lord Cecil instanced the obscure origins of past disputes which ultimately involved Great Britain in war. He pointed out that fourteen shillings out of every pound of taxation was due to past wars, or preparation for new wars, and asserted that Britain hitherto had held back from the movement by European nations in favour of arbitration, though she generally was ready to accept arbitration after a dispute had arisen.—*Reuter.*

Urgency of Disarmament.

London, Oct. 21. Viscount Cecil, addressing the League of Nations Union to-day, said one of the objects of his recent resignation from the Cabinet was to enable him with greater freedom to press upon his fellow-countrymen the urgency of the problem of disarmament.

Every support should be given to the efforts being made by the preparatory commission of the League of Nations. "We must realise that if we are to obtain any genuine reduction of armaments, it must be because we can convince the nations that such reduction would not imperil their existence. We have got to increase security and diminish suspicion."

Sir Austen Chamberlain had done much, especially at meetings of the Council and Assembly, to increase the prestige of the League.

WORLD'S SCULLING TITLE.

BARRY AGAIN CHALLENGES GOODSSELL.

Vancouver, Oct. 21. Major Goodsell has announced that he has accepted another challenge from Barry for the world's professional sculling championship, accompanied by a deposit of \$5,000, the date not yet having been settled.

Barry suggests that the contest be held on Empire Day.—*Reuter's American Service.*

RUSSIA'S SURPLUS MANPOWER.

TOTAL OF 8,500,000.

Leningrad, Oct. 21. A report by M. Kuibyshev, the chairman of the Supreme People's Economic Council, on the economic position and prospects of the Soviet Union, states that industry is unable to absorb the surplus manpower of the villages, which in winter amounts to eight and a half millions.—*Reuter.*

R.A.F. FLYING BOATS AT NAPLES.

Naples, Oct. 21. The Royal Air Force flying boats have arrived here.—*Reuter.*

London, Oct. 21. The four British flying-boats on their way from London to Australia, left Berre, in the South of France, this morning, and have reached Naples.—*British Wireless.*

Lord Cecil begged him and the Government not to be weary in well-doing, and above all not to allow bureaucrats to undermine the old diplomacy.—*British Wireless.*

EUROPEANS IN THE HARBOUR.

CAR GOES OVER PRAYA WALL.

EARLY-MORNING SMASH.

According to reports made to the police to-day by the parties concerned, four Europeans had a narrow escape from drowning in the early hours of this morning, when a motor-car in which they were travelling along the Praya, went over the seawall into the harbour.

The details of the affair are scant, but it would appear that a Captain Campbell and three other Europeans were in a car, which the former was driving, coming from West Point towards town, and when approaching the Sai On wharf about 1.15 a.m. a ricksha, travelling in the opposite direction, came into collision with the car.

Apparently with the intention of avoiding the ricksha if possible, the driver of the motor vehicle swerved, and the car went over the edge of the Praya into the sea. The occupants swam ashore, none the worse for their alarming experience. A brief report of the accident was made by Captain Campbell to the police.

The ricksha puller was not injured, but reports that his vehicle was badly damaged, the wheels, mudguards and axle being smashed.

FOSTERING EMPIRE COTTON.

LANCASHIRE LEVY TO REMAIN.

London, Oct. 21. Representatives of the Master Cotton Spinners' Association, and the Cotton Spinners' and Manufacturers' Associations, have passed a resolution at Manchester urging the renewal of the Cotton Industry Act, terminating in 1928, whereby the spinners will pay a levy of sixpence a bale on all cotton purchased.

The money will be used for the encouragement of cotton-growing in the Empire. Speakers mentioned that cotton production in the Empire, except in India, had increased over 300 per cent. since 1920. The Empire might then, they confidently hope, become the producer of a substantial proportion of Lancashire's requirements.—*Reuter.*

ALLEGED PIRACY OF LIQUOR.

EFFORTS TO EXTRADITE AN AMERICAN.

Nassau, Bahamas, Oct. 21. It is reported that efforts are being made through Sir Esme Howard to extradite Larry Christiansen, a coastguardman at Miami, to be tried for alleged piracy, with C. H. Mesle, who is charged with seizing liquor from a vessel off Bimini, within British territorial waters.

Mesle's trial has been fixed for November 15. It is alleged that Christiansen steered the vessel, which seized the British liquor vessel.—*Reuter's American Service.*

THE NORWEGIAN ELECTIONS.

SWEEPING LABOUR VICTORY.

Oslo, Oct. 21. The final results of the elections are: The Conservative-Liberal coalition, which formed the last Ministry, has lost 22 seats; the Labourists have gained 27, and hold a total of 59, being the largest single party; compared with the Conservatives and Liberals, who have 32 seats; the Agrarians, 26; the Radicals, 29; and the Communists, three.—*Reuter.*

WEEK-END WEATHER.

The weather forecast up till noon to-morrow is: "North east winds, moderate; fine at first, cloudy later."

GUNBOAT REPLIES.

CHINESE SOLDIERS SHELLED.

A YANGTZE INCIDENT.

Wuhu, Oct. 21. Cruising in the Yangtze about 40 miles above Wuhu to-day, H.M.S. Curlew engaged Chinese troops, who opened fire upon the British warship with rifles and machine guns. Information received from the commander is to the effect that no casualties occurred on board.

The Curlew replied to the fire with her entire armament, the offending troops being heavily shelled and their fire silenced after some time.

Subsequently, Chinese warships flying Southern flags and presumably directed by the Nanking Government, also engaged the troops which fired on H.M.S. Curlew.

The 37th Nationalist Army, has entered Wuhu, and several contingents are following up the Wuhan 36th Army, which evacuated the city yesterday.—*Naval Wireless.*

BATTLE OF YANGTZE.

Wuhan Forces Retreat.

Shanghai, Oct. 21. The Nanking Government has dispatched the 6th, 7th, and 33rd armies to Wuhu, where General Liu Shi's Wuhan troops have retired to Anking, pursued by General Chen Chien's forces consisting of the 10th, and 37th armies and six Chinese gun boats which are apparently endeavouring to cut off the retreat of the Wuhan forces.

The gunboats last night bombarded the Wuhan forces at Tikangchen.—*Reuter.*

A Punitive Expedition.

Shanghai, Oct. 21. General Tang Seng-chi has broken finally with the Nanking party, who have ordered troops to move in a punitive expedition against him. Wuhu has already been occupied by the Nanking forces.—*British Wireless.*

TANG FOR FENGTIEN?

The Latest Declaration.

Nanking, Oct. 21. Nationalist troops continue to cross the river to Pukow in large numbers. Gen. Tang Seng-chi has quarrelled definitely with Nanking, and it is stated authoritatively that he has declared himself for the North.—*Naval Wireless.*

STEAMER BOARDED.

British Vessel Searched.

Shanghai, Oct. 21. The British steamer "Kianwo" was boarded by Chinese troops at Shansi, the officers in charge of the boarding party stating that they were searching for bandits.

The vessel was released, and on arrival at Ichang, no further attempt was made to board her.—*Naval Wireless.*

A BIG LOAN?

Railway Building Rights.

Shanghai, Oct. 21. The Kuo Min news agency states that a British firm has loaned Marshal Chang Tso-lin \$20,000,000 secured on the exclusive right of building the Tsingchow-Shihkiachuang Railway.

From another source it is reported that Messrs. Arnolds have loaned \$20,000,000 for industrial purposes north of Kalgan.—*Reuter.*

A MARK OF ORIGIN.

FOR FOREIGN-MADE TYRES.

London, Oct. 21. The standing committee of the Board of Trade, in a report issued to-day, recommend that imported foreign rubber tyres should be marked.—*British Wireless.*

"RED ROSE" LEAVES FOR MALTA.

London, Oct. 21. Captain Lancaster and Mrs. Keith Miller, who are flying to Australia in the light aeroplane "Red Rose," left Naples this morning for Malta.—*British Wireless.*

CHICAGO'S LATEST AMUSEMENT.

"KEEPING KING GEORGE OUT."

SOME TRIAL "TESTIMONY."

New York Oct. 21. Mayor Thompson is keeping Chicago alive with various phases of his avowed policy of "keeping King George out of Chicago," the latest being an effort to remove Mr. McAndrew, the superintendent of the Chicago schools, on a charge of recommending pro-British textbooks, and also that he forced teachers to study "un-American history."

Mr. McAndrew has been arraigned before the Education Board, where the eminent historian, Professor Dodd has been summoned in his defence; but the palm for spectacular evidence hitherto must be awarded to the former Judge Bausman, of German descent, who addressed the Board for over an hour on the thesis of Britain seeking to conquer America by means of organised propaganda. The testimony fills columns of the newspapers, whose comments, however, are most facetious.

The *Herald-Tribune* says, "In this new heresy trial at Chicago, Bausman testifies with solemnity, a medieval witness, in the great cause of undefiled Americanism."

The *New York World* says, "The trial is a fantastic spectacle outside the pale of rational thought."—*Reuter's American Service.*

NEW CURRENCY FOR PALESTINE.

A POUND WITH A THOUSAND UNITS.

London, Oct. 21. The Colonial Office announced that a new currency of coins and currency notes, issued by the Palestine Currency Board, will be introduced in Palestine on November 10.

The standard of the new currency will be the Palestine pound, equivalent to the English pound, and divided into one thousand mils. The denominations of the silver coins will be one hundred mils and fifty mils, and there will be nickel and bronze coins of twenty, ten, and five mils, and bronze coins of two and one mil. The inscriptions will be in English, Arabic and Hebrew.

It is not intended at present to introduce any gold coins.

The denominations of the currency notes will be one hundred mils. The new currency will be sterling exchange currency.

The value of the Palestine pound will be maintained by the Currency Board at parity with the pound sterling, in the same manner as that successfully adopted by the West African and East African currency boards.

The Egyptian currency used in Palestine since the British occupation will be withdrawn during the next few months, and will then cease to be legal tender in Palestine.—*British Wireless.*

PROTRACTED U.S. TRIAL.

SHIPMASTER EXONERATED AFTER TWO YEARS.

Boston, Oct. 21. After two years' litigation, the Federal Court has finally cleared Captain John Diehl, the master of the American steamer City of Rome, which rammed a submarine in September, 1925.

The court has decided that the evidence showed conclusively that the accident was due to the submarine's defective lights.—*Reuter's American Service.*

DUTCH AIR MAIL.

KOPPEN REACHES INDIA.

Calcutta, Oct. 21. The Dutch airman Lieutenant Koppen, who is returning to Holland by air, after inaugurating the first official air mail to the Dutch East Indies, has arrived here from Bangkok.—*Reuter.*

Bulls and Innors

From the Office Butts.

L.A. LEATHER!

"After passing to forwards who failed before goal, the captain dribbled up the field," says a Malay contemporary, "and shot himself, amid sustained applause. It seems to us rather an extreme way of exhibiting his chagrin."

There are a few drivers apparently who still think that it is possible for a motor car to collide with one containing policemen and get away with it.

Hongkong has its railway coaches and its motor coaches. What about importing a few bowls of coaches?

If these Y.M.C.A. hockey players don't look out, they will be coppin' it.

The W.P.B. this week contains several alleged bulls on short skirts. Will our correspondents please try and look elsewhere for inspiration?

The Duchess of York has been given the Freedom of Glasgow, and Harry Lauder the Freedom of Edinburgh. Aberdeen keeps on giving nothing.

Next thing we expect to read is about the company to be floated for the manufacture of grease for Channel swimmers.

Reference to "late night boats" in a contemporary has, we understand, nothing to do with a suggested 3 a.m. ferry.

It is believed that after their 100th drawn game, the chess five years. The women certainly championship between Capablanca and Alekhine will be decided by ballot.

The person called Petlura Hetman, a Ukraine, mentioned in the *China Mail*, has no connexion with Yen Tschun, a Shansi.

The *Daily Press* report of the Interport Golf Match at Manila stated that, "Manila won by 2 holes, scoring 27 against Hongkong's 25." If the Manilans insisted upon the match being played under Rugby Union rules, all we can say is, that's not our idea of cricket!

News (from a contemporary) "For concealing fish in a railway porter's hat a phrenologist named Carruthers was reprimanded at Kingston, Jamaica, in the afternoon."

An authority on Chinese affairs has stated that there were never so many young Chinese in politics as there are this year. The explanation is that in China the children are being born earlier.

Fighting has again broken out in Chihli, states a news item. China really is in a pickle.

A contemporary gives a bowls score as follows:—Shanghai: "Malcolm (Skip) 10. Taikoo: Morrison (Ship) 15." From which report it would appear that Taikoo's craft wasn't so very unsteady!

CENSORED.

This is a family newspaper. With a view to reducing the amount paid in pensions, it is stated that the Government was seriously contemplating the introduction of American Mechanical Robots into the Civil Service.

It would appear that Hongkong is more sober. The recent loan proved that money was not so tight.

Many Hongkong people are suffering just now from influenza.

Fashions being what they are, there is little waisted affection nowadays.

Fawn is now a favourite colour, but the upkeep of the wearers is still dear.

We thought somehow that "Miss America" would miss Europe. These inter-association debates appear to be couched in a vein of repartee.

Now that the Quaints are here, the homestead ones may at least to his wife, is understood to have enjoyed the delights of Ballabury plain.

Since the Yacht Club has commenced operations, the feminine element is excited when there is a sale on.

The English Channel seems to be nothing but a woman's whim nowadays.

The reason they build Sailors' Homes in Wanchai, is because it is near the Oh! zone.

Many of these Chinese defensive measures are very offensive.

The crime wave in Singapore proves the Colony to be in sore Straits without much hope of a Settlement.

Hongkong is a great place for scandal. Even the dredger stirs up mud.

A local advertisement referring to a patent medicine stated, "Chemists sell them, or post free 60 cwt. the vial." Should surely do one tons of good.

We notice "One coat, one muff, one stole in fine Kolinsky" for sale, which opens up the old question "Can a kolinsky meow?"

The Aikhead at last Saturday's Interport was as nothing to those on Sunday morning.

A heading we never expect to read: "Shanghai Bowlers Show Poor Form."

A Reading woman who got a divorce, testified that her husband had given her only \$6 in thirty-five years. The women certainly are becoming restless these days.

The nations may fix the price of tin, but the tin we earn will remain as precious as ever.

The Repulse Bay porcupine is believed to have remarked, when struck by a passing car, "these motors make me tired!"

It cannot be denied that those crack Australian swimmers came here with a Boast.

We are unable to confirm the rumour that the "mystery ship" was a cheap excursion steamer from Bias Bay to see the "Black Frigate."

When Frothblowers play poker, the demand to see "openers" is somewhat ambiguous.

A well-known Club proposes shortly to hold classes for those so many young Chinese in politics as there are this year.

"Reader."—We never write jokes about denque. The last lot cost too much.

"Ayrshire"—Yes you can attend the Scottish Company's Sports in kilts but it is advisable to go home the same night.

A stray bat from the belfry: "What's the difference between a leadbeater and a leadswinger?"

It is claimed that an Italian invented spectacles. In fairness to him, we understand that this was before the Schneider Cup was won.

The gentleman on the "gin tram" the other night, who was feeling a bit schnappy probably discovered that his wife was likewise when he got home.

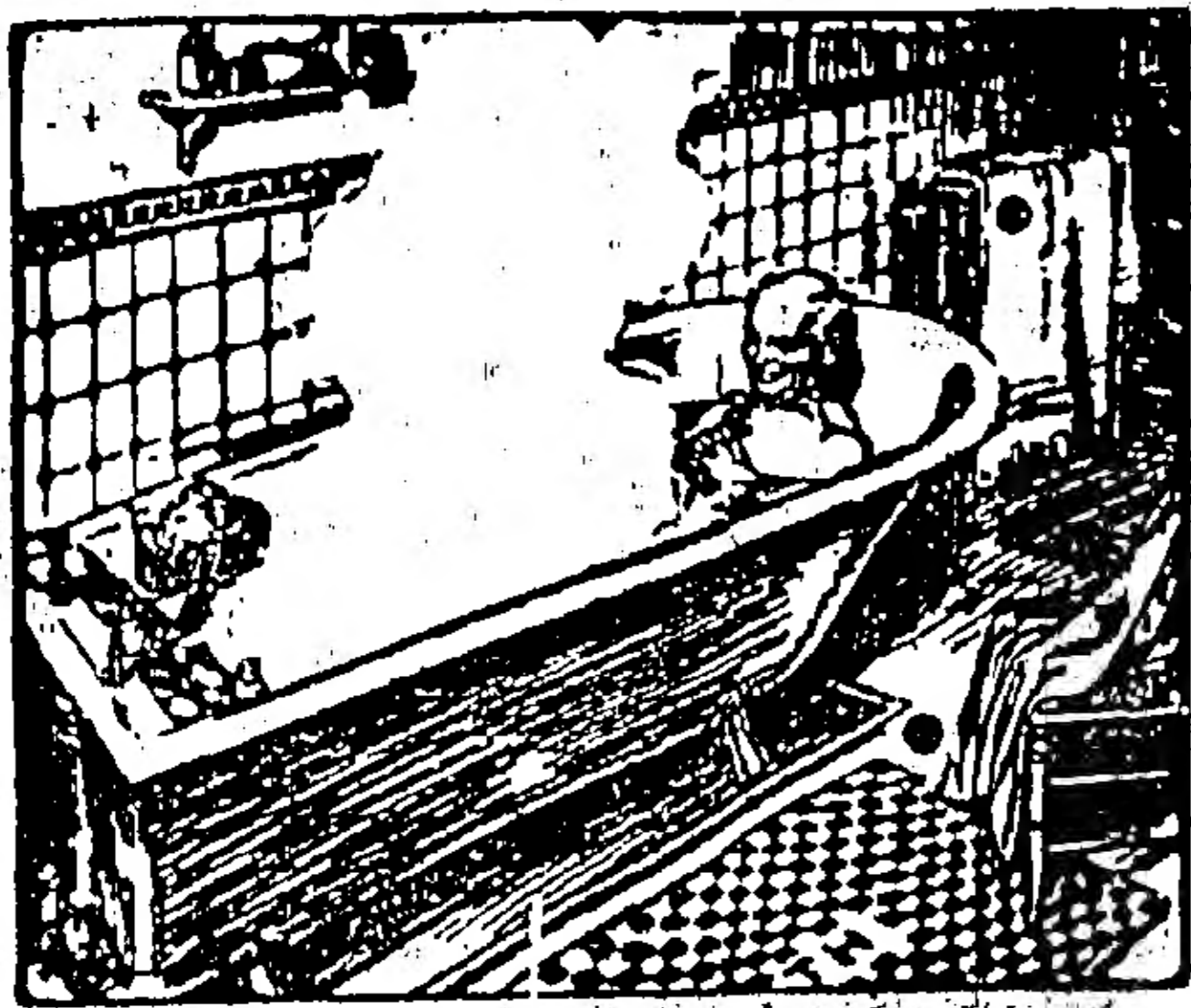
At Billiards, our golfers might have shone with the Ivory—or at cricket might have provided a Nell of a Fielder and a "bat" who Blozham. Again a Few might create a record to Rome in an Erskine. But, unfortunately, they were playing golf!

We understand that in order to be really impressive at the next Interport Bowls Matches, a local contemporary intends to erect a printing press in the field of play still deer.

The Chinese who stole some beef from the Scots Guards, found it wasn't "bully." It was tough on him.

The man who got home late to Kowloon, after missing the last ferry, and had to explain matters to his wife, is understood to have declared that it was just one dam thing after another.

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AN INSPECTION IS CORDIALLY INVITED.

"PETER PAN"

When taking the kiddies to "PETER PAN" please note that the best performances for the youngsters are the 2.30 and the 5.15 performances.

"PETER PAN" will be screened at the QUEEN'S THEATRE from to-morrow, Sunday, Oct. 23rd, to Tuesday, Oct. 25th, at usual prices.

STORIES OF IRENE IRACY.

PASSENGER ESCAPES THROUGH HOLE IN THE SHIP'S SIDE.

AN ENGINEER'S NARROW ESCAPE.

The officers of the ill-fated Irene were interviewed in the King Edward Hotel yesterday afternoon when they told graphic stories of their experiences at the hands of the pirates and of the sensational intervention of His Majesty's submarine L4. During the time they had control of the vessel the pirates showed consideration to the officers, some of them freely conversing in English. They were panic-stricken, however, when the submarine appeared on the scene.

When the engine room was struck a pirate held a revolver to the second engineer's head and only the shell prevented the pirate from firing. The missile also went through a passenger cabin where several Chinese were detained ready for being taken ashore and held for ransom. One of the men escaped through the hole in the ship's side and was rescued. The officers paid warm tribute to the work of the Naval men who accomplished rescues against very adverse conditions.

One of the first things the six officers of the Irene did yesterday was to fit themselves out with new clothing. Some arrived in Hongkong on board the submarine dressed only in vests and trousers, garments being thrown off when they jumped into the sea to save their lives.

Piloted by Detective Sergeant Baker the officers visited Messrs. Lahe, Crawford's at noon yesterday when the necessary new outfits were bought. The gentleman's outfitting department was taxed to its utmost for a time while the officers' wants were being supplied and their new belongings packed up. Several of them who bought new suits changed on the spot, appearing different men to those who had gone in the ship a few moments earlier.

They were loath to discuss their harrowing experiences with Pressmen at this time and mentioned the fact that they had not slept for forty-eight hours.

After their complete outfits had been bought the officers went to the King Edward Hotel where rooms had been reserved for them, all announcing their intention of getting much needed rest at the earliest opportunity. Out of consideration for the officers, police detectives did not take statements from them until some time later.

From the story told jointly by them the Irene left Shanghai on Monday for Amoy with 157 passengers, six European officers, a crew of twenty sailors and fifteen firemen, together with a compradore staff of 54 men.

The first two days of the journey was uneventful. At 8 a.m. on Wednesday at a point known as the Hok Siu Light (near Amoy) the pirates got control of the ship. At that time the Chief Officer was on the bridge. The Captain, second officer, and second engineer were having breakfast in the saloon and the chief engineer was in the engine room.

The First Attack.

It was a simple matter for the pirates to capture the bridge as the chief officer was not armed. When they got on the bridge the pirates fired a few shots at random but no one was injured. The chief officer was told to alter the ship's course and steer for Swatow instead of Amoy.

Meanwhile eight or ten of the pirates entered the saloon where the Captain and other European officers were having breakfast and immediately fired several shots, a Chinese steward being shot through the chest under his left lung. Fortunately no one else was struck by the bullets. Up to this time, the pirates had not placed a guard in the engine room although they took care to let those down below know that they were masters of the situation.

The Captain's room was then systematically searched and after they had been through most of the things in the cabin and removed all the arms they could lay their hands on, they ordered the Captain up to the bridge and directed him to steer for Hongkong. Captain Jahnsen mentioned something about Bias Bay and the pirates told him not to bother about that but to go to Hongkong.

Several Vessels Sighted.

Continuing the story, the officers said there were some tense moments on board when at about 4 p.m. on Wednesday, they passed a President-liner. On Thursday, the Irene passed a China Navigation Company's steamer as well as one of the Indo-China Steam Navigation Company's vessels. They later passed a German ship but the officers were unable to give the name of the steamers which they passed.

The pirates were considerate and allowed the officers to go up and down to the bridge without hindrance. The officers had to eat in their own cabins as the saloon was commandeered by the pirates for their headquarters, where they also took their meals. Such things as cigarettes and drinks of lemonades were handed out from time to time to the officers and the pirate chief gave an assurance that no personal belongings would be interfered with.

The pirates although considerate, always kept an eye open and there was practically no chance of the officers turning the tables on the freebooters.

Four or five pirates spoke English fluently and had no difficulty in holding conversation with the officers. Their dress could be best described as being semi-European in character.

A Warship Appears.

A thorough search was made of the passengers' belongings and anything of value which they could lay their hands on was taken away. Some of the passengers, however, were of so poor a class that their baggage was ignored altogether. The pirates during this time treated the passengers with as much consideration as they had shown to the officers of the vessel.

At 4 p.m. on Thursday the Irene passed a warship which the officers could not exactly place, but which they believed to be the H. M. S. Foxglove. The warship hoisted the signal "E. C." (What ship is that?) and the pirates compelled the chief officer to hoist the Irene's number and at the same time dip the flag as a mark of respect to the battleship. These instructions were carried out and the Irene proceeded on her southward journey.

Bias Bay Approached.

Up to this time the pirates had not troubled themselves about going into the engine room but as they sensed the fact that they were nearing Bias Bay several of them entered the engine room and within the next few hours the speed of the vessel was changed several times.

The ship arrived at Bias Bay at 8.15 p.m. and the lights on deck were put out, there being lights only in the engine room. It would seem that the pirates wanted to leave the steamer at this point and ordered the Captain to lower the vessel's boats. The officers, however, advised them that the sea was very rough and that there was too much swell and that the boats would be unsafe. The pirates allowed themselves to be persuaded by the officers.

It was about this time that the first intimation reached those on

board the Irene that they were not alone in Bias Bay. They received a signal from a nearby submarine to "stop immediately." This was ignored and presently searchlights were turned on the vessel. Despite these warnings, the Irene proceeded on her way and the submarine fired a blank shot across her bows.

Officer's Life Saved.

At this, the Captain actually telegraphed to the engine room to stop the engines and the pirates, getting panicky ordered the chief engineer out of the engine room. The second engineer was then put in control and a loaded revolver was held to his head by one of the pirates. The pirates were by this time terrorised and it is seems certain that the man who held the revolver to the second engineer's head would have fired had not the shell from the submarine entered the engine room at this time and killed the pirate outright. The shell struck the boiler of the ship.

The second engineer managed to climb on to the deck and noticed that the ship was in flames. It was seen that the Captain and the chief officer were towards the stern of the burning vessel, cut off from the rest by the flames. The two men were seen to jump into the water and swim for the submarine.

There was a great scene of confusion in other parts of the ship and this was described by one of the officers as a sight which he had never before seen in his life. The pirates attacked the European officers and made an effort to gain one of the ships' boats, but they were unsuccessful. The chief engineer bore marks on his face to show the effect of the last struggle with the pirates.

Navy's Gallantry Praised.

Many of the crew and passengers by this time had jumped from the burning boat and were swimming in the water. All the European officers except the chief officer also followed this course. The chief officer, it is learned, gallantly handed out life-belts to the women and children who did not dare to jump into the sea.

The submarine L4 was seen to be picking up the survivors and later went alongside the Irene. The Captain and Naval men then went on board and the anchor was dropped.

The officers were unanimous in their praise for the bravery and gallantry shown by some of the crew of the submarine L4. Many of these men actually dived into the water to assist those who were in difficulty in the water.

At three a.m. the submarine brought the officers and refugees to the Naval Yard. Here the Benevolent Society had dry clothing and shoes ready for the officers. Their work was warmly appreciated and in the words of the chief engineer, "they were very, very kind and thoughtful."

Captain Jahnsen has been ten years on the China Coast before he had his first experience of China Coast pirates in this affair. He told a reporter that he had been without sleep for forty-eight hours.

Injured Passenger's Story.

A Shanghai merchant named Che Ting-chow, whose leg was injured in an attempt to escape from the ill-fated ship whilst she was on fire, was interviewed by a press representative at the Government Civil Hospital. There were, in all, he said, some twenty pirates, dressed in ordinary Chinese clothing and armed with revolvers, daggers and knives. He was one of the first class passengers and was one of the first to be searched, being relieved of some "big" coins and an exchange draft for \$150. None of the passengers resisted and no force was used by the pirates in conducting the search.

"After searching all the passengers," he proceeded, "the pirates declared that they were not satisfied with the booty and added that they would have to kidnap some for ransom. Some ten passengers were chosen. I was to be one of the unlucky ones. With two other men I was confined to a cabin. The pirates said

they had decided to take us along with them when they left the boat. One of my companions, I knew to be the compradore of the boat, but the other man was a stranger to me.

The Escape.

At about nine p.m. on Thursday evening, we saw searchlights and later heard the firing of guns. One of the shells struck our room, making a hole in the side of it. From this hole we climbed out, and while I was endeavouring to get to the upper deck, my leg was injured.

"Up on the deck, I saw that the pirates were in a panic, running in all directions to make their escape. Some of them went down to the storeroom, while others tried to lower a boat. A number seized lifebelts and jumped into the water. I believe that some of them must have been perished in the water.

The Rescue.

"All the passengers were in a very distressed condition and panic reigned when they saw the fire start. Most of them jumped into the water to escape. I was unable to jump owing to my injured leg. I lay on the deck until the British submarine came alongside. I crept to the side of the Irene and was later rescued and taken to the submarine."

Steward's Story.

A press representative also interviewed at the Government Civil Hospital the steward, who was injured in the chest. He was lying in bed in a weak condition. The steward, named Fan An, speaking the Shanghai dialect, declared that he heard two shots when the pirates first made their attack on the steamer. He was in the steerage then. He ran up to the upper deck, and at the stairs was met by a pirate, who fired at him with a revolver. The bullet struck him in the chest and he fell to the ground. He fainted and knew nothing of what happened afterwards, until he was rescued and brought to Hongkong.

The Compradore's Story.

Interview by a press representative: the assistant compradore, Chan Pang-in states that the pirates first fired three shots near the first class cabins of the vessel. Apparently not all the pirates possessed revolvers. Most of them spoke very good Cantonese and at least one of them, a man supposed to be the second plate chief, spoke English. The compradore of the boat, Hsu Hui-shue, was not in the vessel at the time, his place being taken by his brother Hsu Yick-shue, who is reported missing. Chan Pang-in says there were 155 passengers and about 100 Chinese seamen, including men belonging to the compradore department, on board the vessel. It is believed that about nine persons are missing, one of them the acting compradore, the remainder being three members of the compradore's department, four cabin boys, one fireman and a shroff.

Searching for the Compradore.

When the pirates first started the attack they asked for the compradore and looked for him all over the vessel. They asked one of the cabin boys about him but the boy answered that he knew nothing. The pirates persisted in asking and eventually became angry and punched him several times to make him tell. They then approached the cook who also kept silent and who also was struck several times. It is said that the acting compradore hid in the coal room.

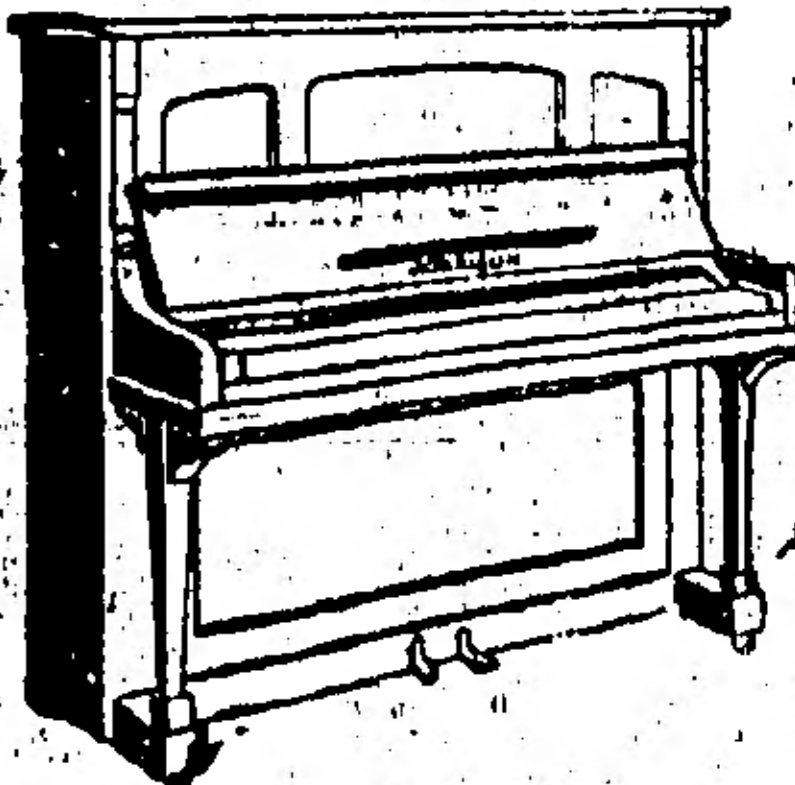
All the passengers' and the seamen's belongings were ransacked by the pirates. Silver coins and bank notes were taken but the copper cents and small silver coins were left untouched. Mr. Chan adds that even if the pirates had succeeded in getting away with the booty it would have amounted only to about \$3,000.

(Continued on Page 16.)

YOU NEED A PIANO?

Well, come and select a

MORRISON



the only piano in the East with a
TEN YEAR GUARANTEE.
No big outlay is necessary,
as terms can be arranged to
suit everyone.

TSANG FOOK PIANO COMPANY.

8, Des Vœux Road Central
(Entrance Ice House Street)
Telephone C. 4648.



BETTER THAN POWDER AND
ROUGE

for the complexion, Pinkettes give the clear skin and bright eyes of health by ensuring daily regularity. Taken when needed they banish sick headache and bilious attacks, gently stimulate the liver, clear the tongue, purify the breath. Your chemist sells Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.



T. NAKAO

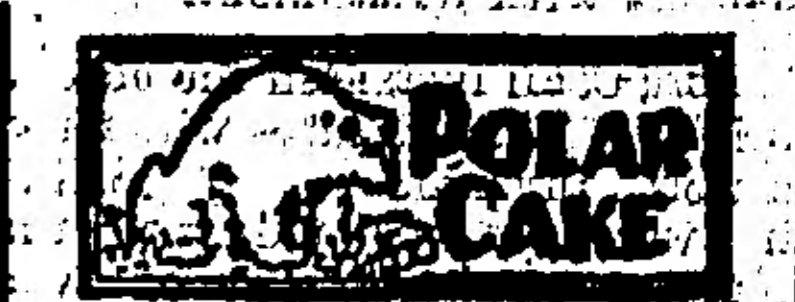
Japanese Shoe Expert
TORTOISE SHELL BOXES
AND CASES A SPECIALITY

Hongkong Hotel Building,
Queen's Road Central.

MRS. MOTONO

Hand and Electric
MASSAGE

No. 31B, Top Floor Wyndham St.
Hongkong



IT'S QUALITY
THAT COUNTS

"Below par"

If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion

The protector of life



SALESMAN SAM

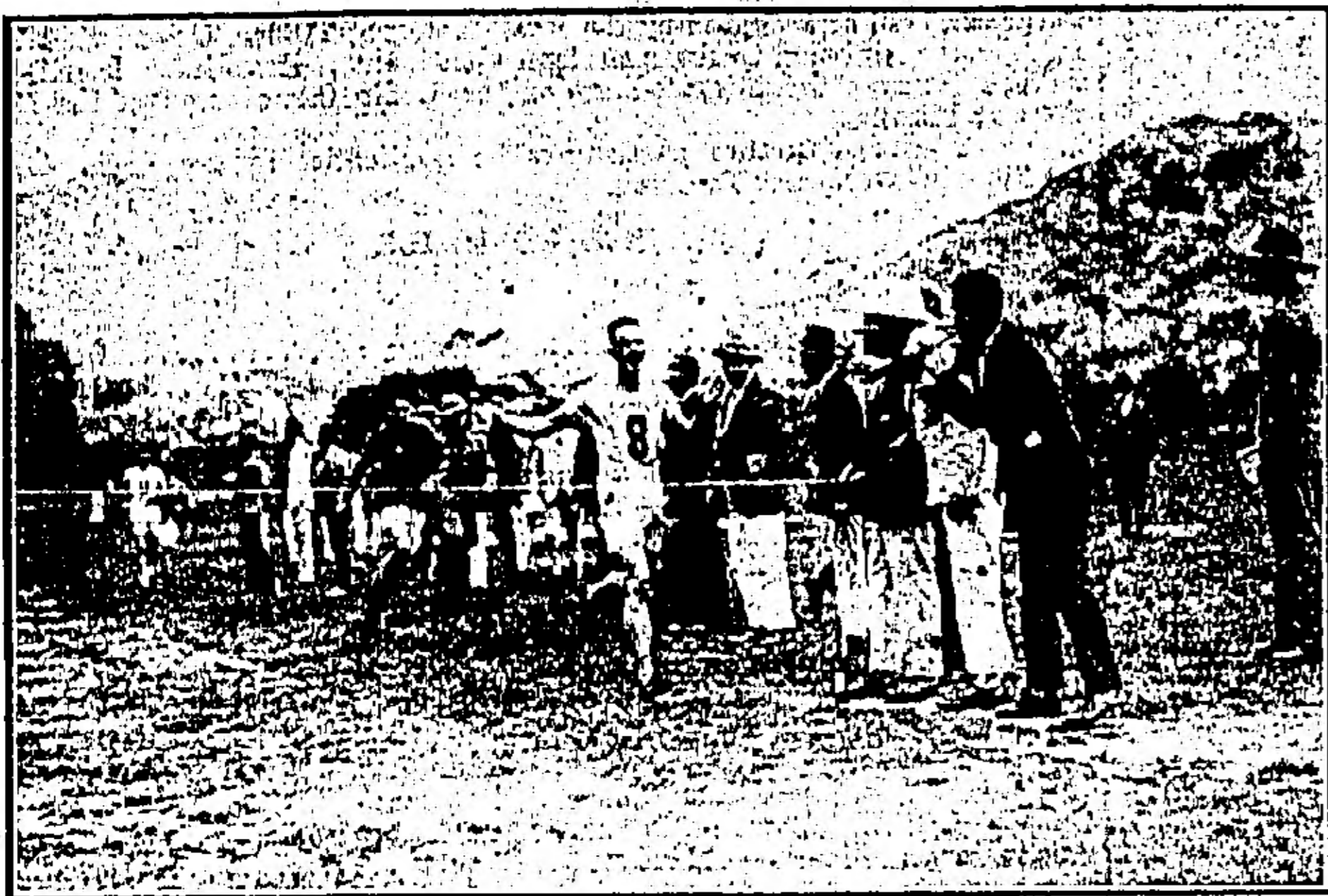


The Kidder Kidded

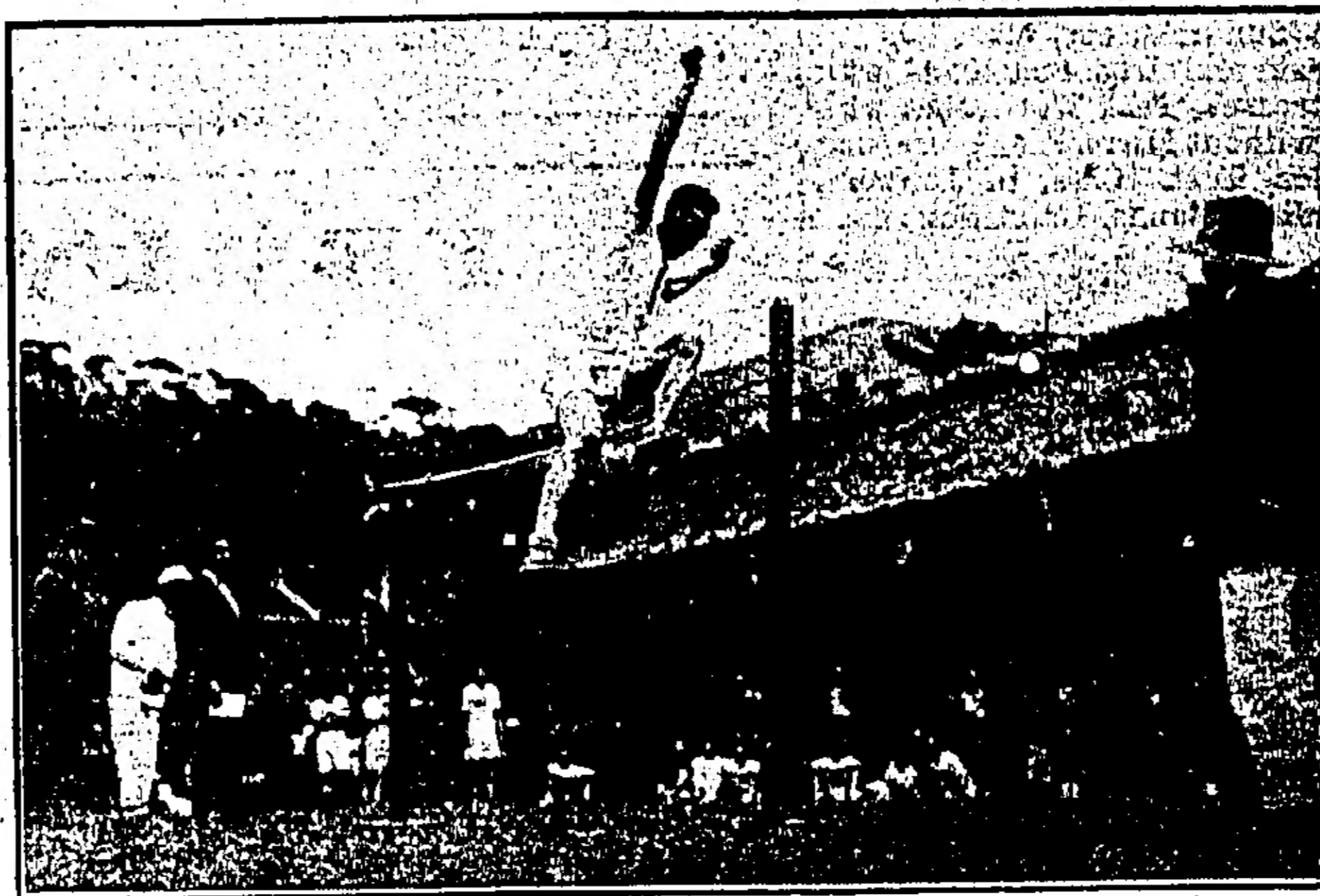
By Small



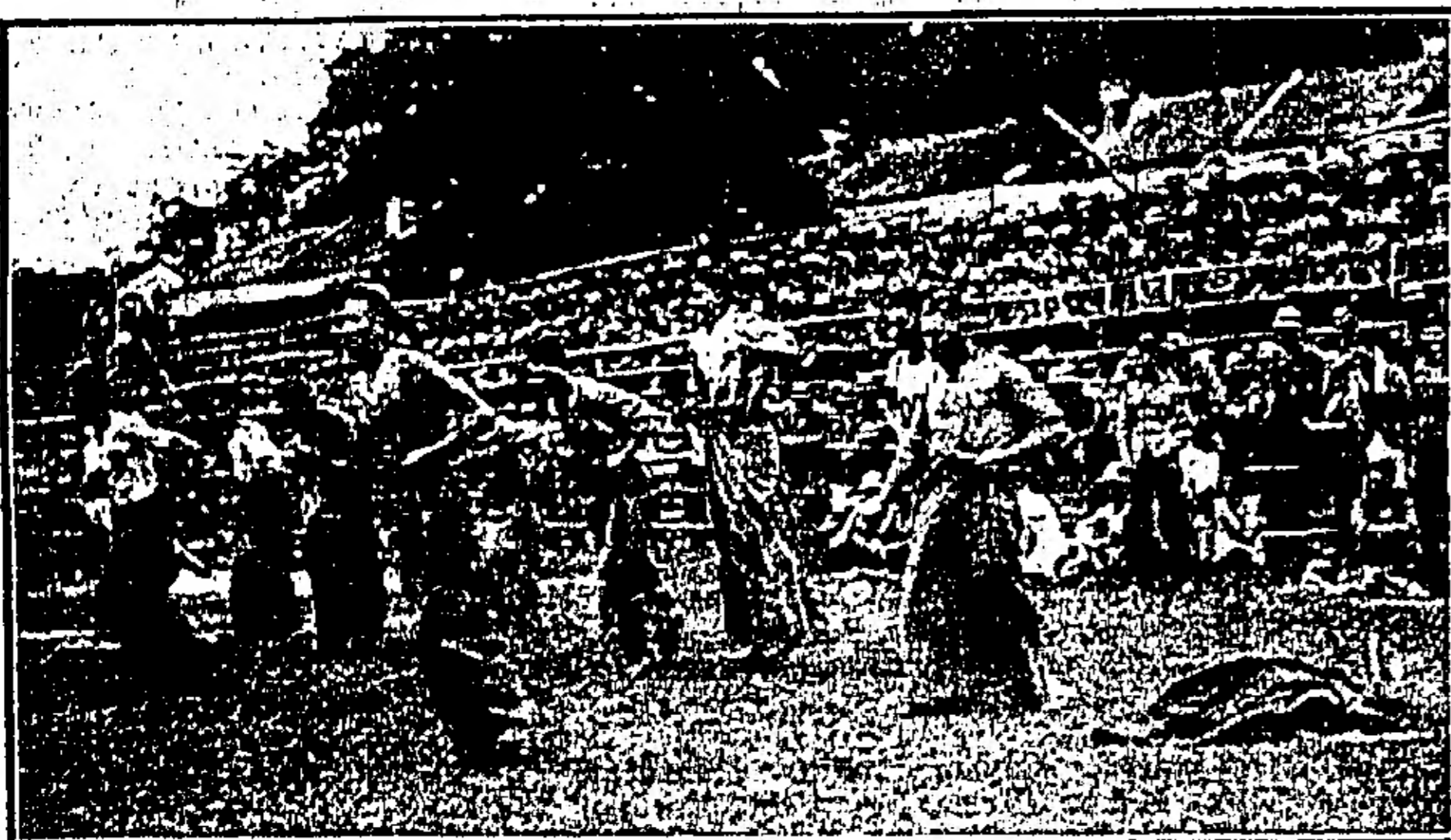
Scenes at the Interport lawn bowls match between Hongkong and Shanghai last Saturday, when Shanghai won easily. On the left, Mr. C. J. Tacchi, the Umpire is seen measuring for "shot," and on the right a visiting player is seen having a preliminary roll up. (Photo: Mee Cheung).



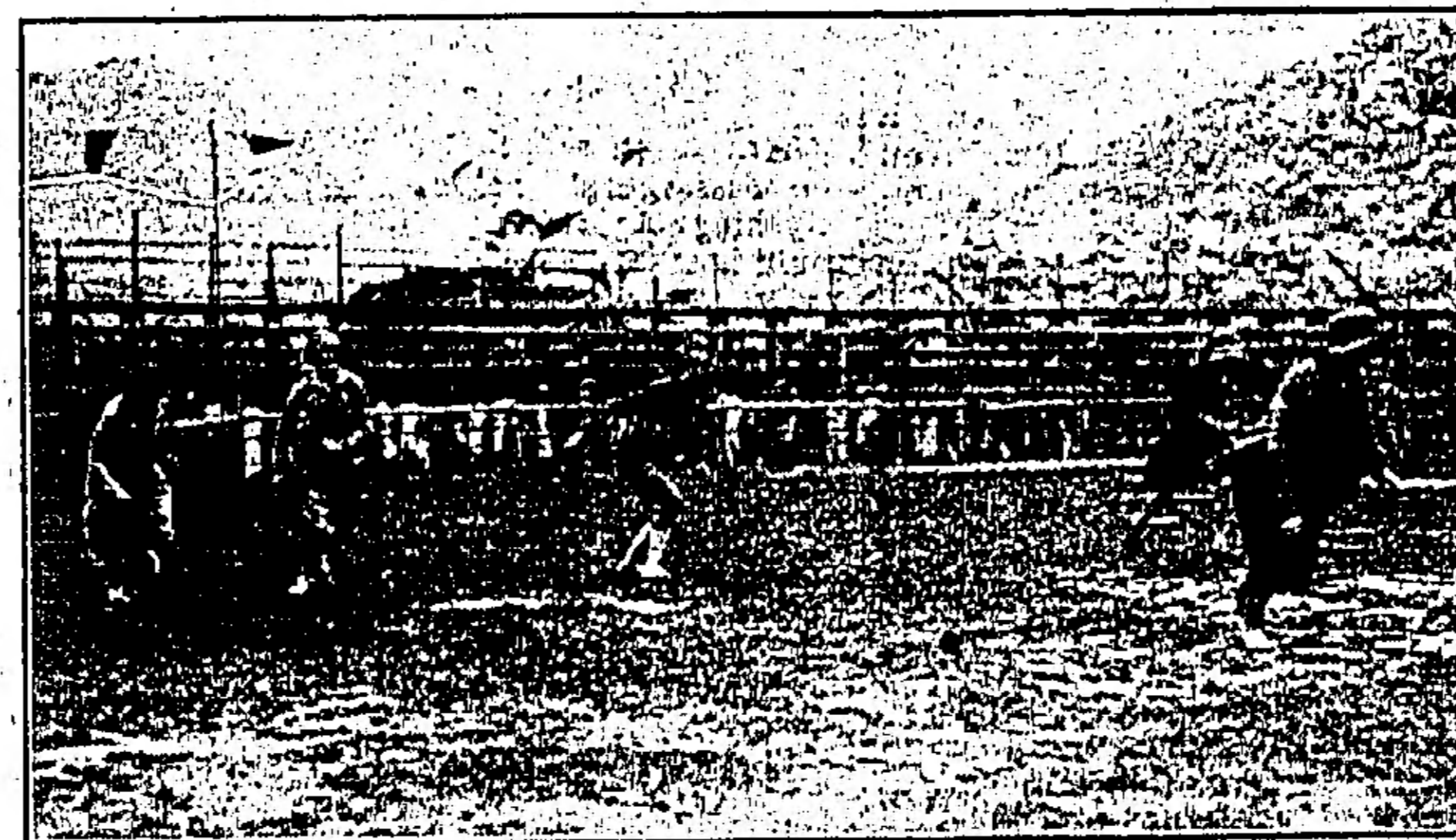
At the Scottish Sports at Happy Valley, last week, a competitor is seen breasting the tape in one of the track events. (Photo: Welcome Studio).



The high jump at last week's Scottish sports, in which the various Scots battalions stationed in Hongkong competed, as guests of the St. Andrews Society. (Photo: Welcome Studio).



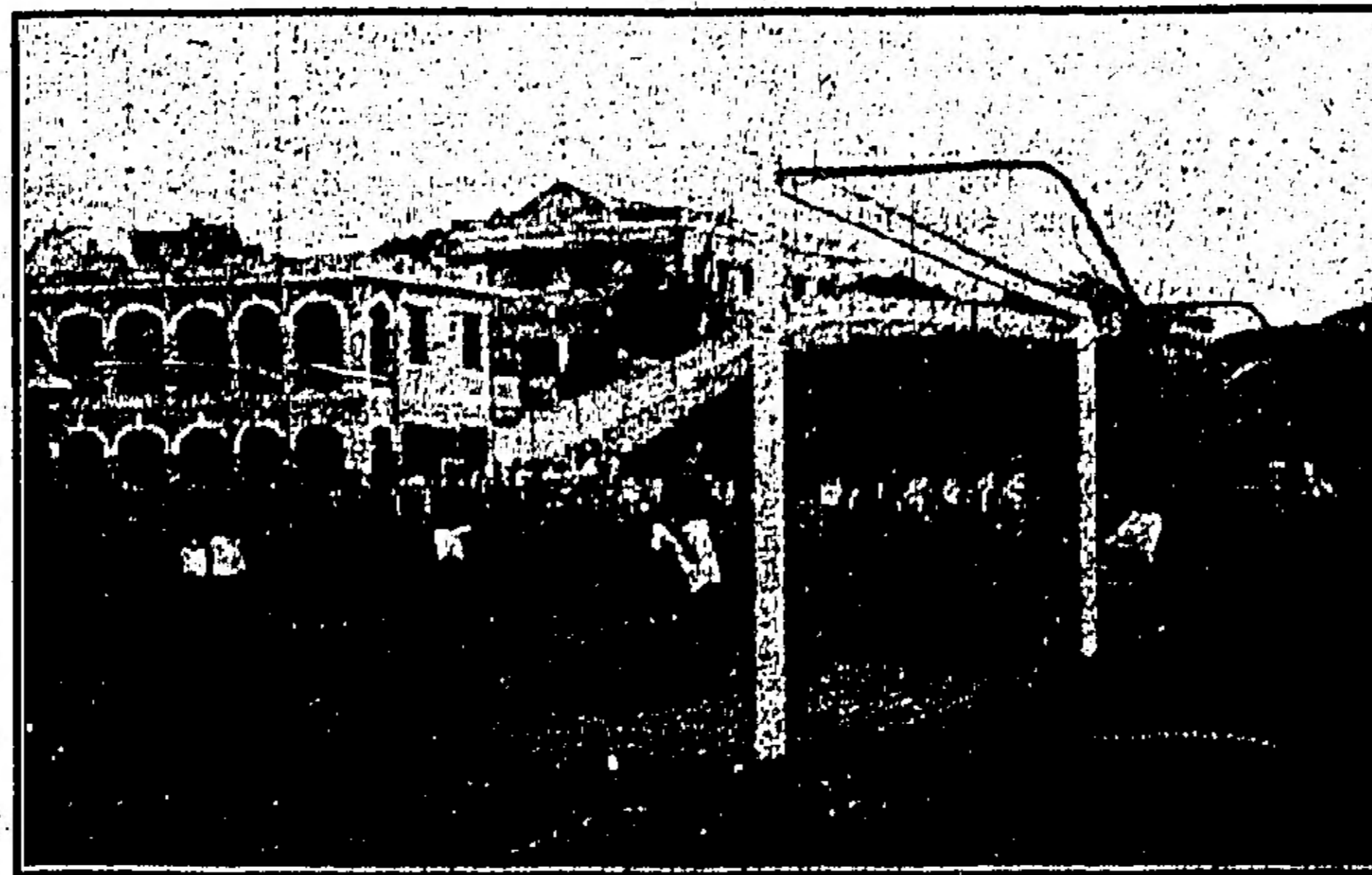
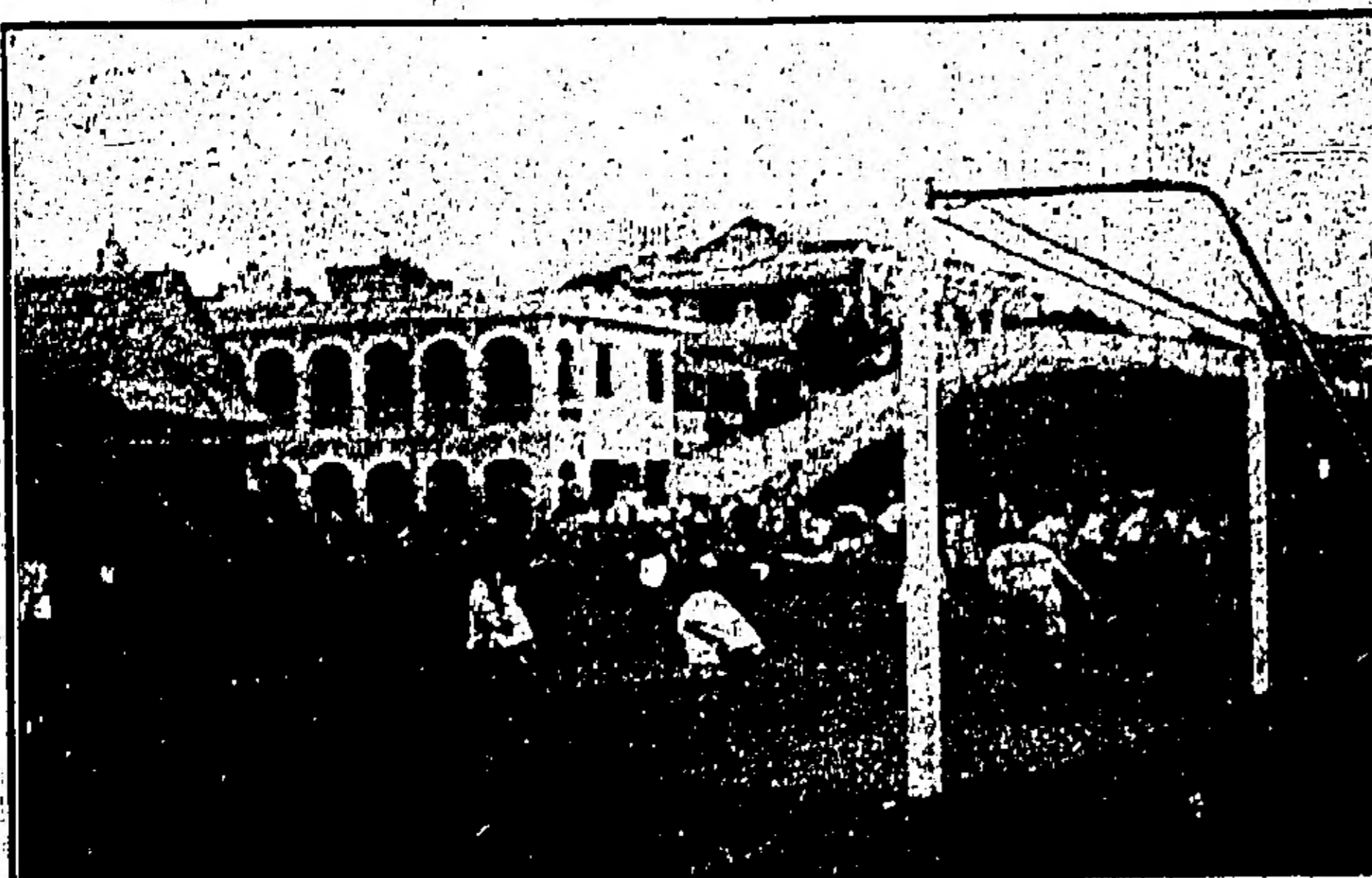
The start of the sack race at the sports held by Scottish regiments last week. (Photo: Welcome Studio).



Some of the ladies of the Garrison competing in a race at the Scottish Sports held at Happy Valley last week. (Photo: Welcome Studio).



An interesting hockey match was played on Saturday last between teams from the European Y. M. C. A. and Helena May Institute. (Photo: Welcome Studio).



Kowloon were beaten at home last Saturday by the K. O. S. B.s to the tune of four goals to nil. The above photos show Kowloon on the defensive. (Photos: Welcome Studio).

The value of Good Neckwear



The general impression of what you wear may well hang on the choice of a suitable Tie, for no other one article so controls the "effect" of your attire.

A good Tie adds finish—a poor one merely points to the fact that it is poor.

We shall be happy to show you the fine weaves and designs by which you can recognise Neckwear that is good.

PURE SILK TIES DIRECT FROM PARIS
IN THE MOST EXCLUSIVE DESIGNS.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

Dancing

An Exhibition of Modern Dances will be given by Mlle. De Coudar and Partner at our Tea Dance on Tuesday Afternoon 25th of October.

LANE, CRAWFORD'S RESTAURANT

Buy **PURICO**
THE UNEXCELLED COOKING FAT

If you require Provisions, Wine and Spirits, Sweets, Cigars, Cigarettes, Tobacco, smoking requisites, Books, Papers, and Toilet Articles etc., you expect to buy the best quality and of undoubted purity and freshness. We supply these at moderate prices to all who make their purchases, and in addition we guarantee a courteous and obliging service.

An inspection of our store is cordially invited—New stocks just arrived.

PASS BOOKS will be issued on application.

EMPRESS STORE

Telephone K. 155
Telephone K. 626

Vicente Alfonsi & Co.,
General Managers,
54, Nathan Road, Kowloon.

WHITEAWAYS

NEW SHIPMENT W.B. CORSETS



No 881. W.B. All Elastic.
A closed back model with busk fastening front, 8 inches deep, 4 hose Suspenders.

Price \$3.95

Sizes 30 to 32 \$4.95

No 201 W.B. Stylastic
A Smartly cut closed back model with white elastic side panels. Sizes 24 to 32 inches.

Price \$7.50

Numerous other new and up-to-date Models.
CALL and INSPECT.
LADIES' OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection—

382, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 156, 26, 32, 38, 72, 80, 88, 101, 102, 161, 163, 174, 191, 194, 208, 210, 216, 225, 248, 259, 265, 267, 271, 272, 273

SITUATIONS VACANT.

WANTED.—By old established Singapore firm, an experienced European Salesman, preferably unmarried. A knowledge of the Straits Settlements and Federated Malay States, while not essential, will carry much weight in our final decision. Beginning salary will necessarily be moderate until a knowledge of our business is obtained. Splendid future for man who is anxious to get ahead. Address Box No. 277, care of "Hongkong Telegraph."

WANTED.

WANTED.—Immediately Small house furnished for 6 or 9 months. Mid-level preferred. Apply Box No. 275, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—European House. Or in flats 55, Kennedy Road. Apply Young, Tel. C.906 or C.551.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO BE LET.—(Or might be sold) "Overbays," between Deep Water and Repulse Bays, furnished, six rooms, garden, garage, for 2½ years from next April. Apply A. H. Compton, David Sassoon & Co., Ltd.

FOR SALE.

FOR SALE.—Fresh arrival Army Blankets, greyish brown, black stripe \$2.25 each, dozen; singly \$2.50. Superior qualities according to requirements. Reduction to charitable and missionary associations for quantities also to dealers and merchants for regular orders. Sub-agents locally and in outposts required. Montgomery Ollerton & Co., 18, Ice House Street, ground floor, between the Carlton and the Portuguese Club, Tel. C.4630.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

NEW ADVERTISEMENTS

THEATRE ROYAL

TO-NIGHT ENORMOUS SUCCESS

R. B. Salisbury's Co. in "ONE DAM THING AFTER ANOTHER"

The Best Dressed, Best Staged Production in the East.

All New Straight From London. MONDAY and TUESDAY The World-Famous "No! No! Nanette."

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Form for the Seventh Extra Race Meeting to be held on Saturday 5th November 1927 (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables. Entries will close at 12 o'clock noon on Thursday, 25th October 1927.

HONGKONG JOCKEY CLUB.

NOTICE

The Half Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club annex, on Saturday, 29th October, 1927, at 12.30 p.m.

By Order,

C. B. BROWN, Secretary. Hongkong, 12th October, 1927.

CHURCH NOTICES.

Nineteenth Sunday After Trinity.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, Oct. 23rd, 1927. 10th Sunday After Trinity. Holy Communion, 8 a.m. Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. Copley Moyle. Litany for the Sick, 12 noon. Evensong, 6 p.m. Preacher: Rev. Lt. Webb, C.F.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, October 23rd, 1927. Morning Service, 10.15 o'clock. Subject: "Don't make a mistake." Evening Service, 6 o'clock. Subject: "The Gospel Narrative." Preacher at both services Rev. J. C. Knight Anstey. Sailors' and Soldiers' Home, Arsenal Street. Sunday, 3.0 p.m. Mr. May's Bible Class. 3.0 p.m. SUNDAY SCHOOL. 3.15 p.m. Servicemen's Hour. Monday, 2.0 p.m. Ladies' Church Aid Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Probation after Death." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On TUESDAY, the 25th October, 1927, commencing at 10.30 a.m. At Nos. 11, 13, 15, 17, 19 and 50G, Whitfield, Causeway Bay.

A Large Quantity of Wire Ropes, Chains, Galvanized Pipes, Putty, Rubber, Packings, Beltings, Nuts and Bolts, Brass and Copper Nails, Anchors, Anti-fouling Paint, Varnish, etc., etc., also

One 24 H.P. Marine Motor Engine, and

A Quantity of Furniture and Fixtures. On View from Monday, the 24th October, 1927.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY, the 26th October, 1927, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Office and Household Furniture, comprising—

Roll Top Desk, Flat Desks, Showcases, Copying Presses, Filing Cabinet, Underwood, Remington and Oliver Typewriters, Adding Machine, Duplicate, etc., etc. Teak Hatstand with Bevelled Mirror, Glass Cabinet, Chesterfield Couch and Chairs, Table Fans, Ornaments, Carpet, Rugs, Oil Paintings, Pictures, etc., etc.

Teak Extension Dining Tables, Dining Chairs, Teak Sideboards with Bevelled Mirrors, Dinner Wagon, Ice Chest, Crockery, Kitchen Sundries, etc., etc. Teak and Iron Bedsteads with Mattresses, Teak Wardrobes with and without Mirror, Teak Dressing Tables, Teak Chest of Drawers, Chamber Stands, Toilet Sets, etc.

also

A Quantity of Blackwood Furniture and

One Piano Player with 123 Rolls Music.

Two Motor Cycles.

Catalogues will be issued.

On View from Monday, the 24th October, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 27th October, 1927, commencing at 10.30 a.m.

At No. 15, Humphreys Building, Kowloon.

A Large Quantity of Valuable Household Furniture, comprising—

Teak Hatstand, Chesterfield Couch and Chairs with Covers, Bronze Statue, Brass Ware, Pictures, Ornaments, Carpets, Folding Screens, Curtains, Ceiling and Table Fans, Rugs, Electrolights with Silk Shades, etc., etc. Special Teak Extension Dining Tables, Teak Sideboard, Dinner Wagon, Teak Glass Cabinet, Teak and Leather Seat Dining Chairs, Carved Teak Couch and Chairs, Leather Covered Armchairs, Dinner Set, Crockery, Cutlery, Teak Ice Chest, etc., etc. Teak Bedstead, Teak Wardrobe with Bevelled Mirror, Plain Teak Wardrobe, Teak Dressing Table, Teak Chest of Drawers, Tables, Chairs, etc.

also

A Quantity of Blackwood Ware and

A Lot of Aluminium Kitchen Utensils.

One Victrola.

One White Frost Refrigerator.

Catalogues will be issued.

On View from Wednesday, the 26th October, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY, the 28th October, 1927, commencing at 2.45 p.m.

At No. 514, The Peak, (Magazine Gap) Barker Road.

A Large Quantity of Valuable Household Furniture, comprising—

Chesterfield Couch and Chairs with Covers, Blackwood Chest, Blackwood Table and Stands, Teak Bookcase, Tables, Chairs, Brass Ware, Ornaments, Curtains, Carpet, Rugs, etc.

Teak Extension Dining Table, Teak Sideboard, Dinner Wagon, Dining Chairs, Teak Folding Screen, Crockery, Glass Ware, Teak Ice Chest, Meat Safe, etc.

Iron Bedstead with Spring and Mattress, Teak Wardrobe with Glass Door, Teak Dining Table, Teak Chest of Drawers, etc.

also

Ferns and Mauritian Palms. (Most of the furniture by Lane Crawford, Ltd. and Powell & Co.) Catalogues will be issued. On View from Thursday, the 27th October, 1927.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.



We have received another large selection of Ladies' Autumn and Winter

HATS

Also, all kinds of Knitting Wool in best qualities.

ELITE STYLES

A.P.C. BUILDING.

TEL. C. 2432.

FEMINA

1st Floor China Building, (OPPOSITE HONGKONG HOTEL)

JUST RECEIVED.

A choice selection of

HATS

also

A fine assortment of

DRESSES

Inspection cordially invited.

HAVE YOU HEARD THE—

BRUNSWICK MACHINES?

Price From \$60.00

Come and listen to—

BRUNSWICK LIGHT-RAY RECORDS!

BRUNSWICK HOUSE

17, Ice House Street.

A CASINO FARCE.

"CAUSED RUIN OF MANY TURKS."

Constantinople, Oct. 4. The ruin of many Turks is given as the reason for the closing of the Yildiz Casino, which has not fulfilled the expectation that it would attract tourists with plenty of money to spend.

The closing of the Casino took the form of a police raid. The Public Prosecutor on his arrival at the gate of the palace grounds posted a policeman near the telephone to prevent any warning of his intention to enter and close the Salle de Jeu.

It appears from published declarations by the Public Prosecutor that after the Casino had been opened for a year it was suddenly decided that games of hazard were illegal in Turkey, and consequently the concessionaire of the palace is to be summoned.

Ridiculous Affair.

The whole affair from beginning to end can only be described as ridiculous, and the manner of closing the palace cannot be possibly considered legally justifiable.

When the concession was granted a year ago the terms, which appeared in all the newspapers, clearly stated that in the Yildiz Casino games of hazard would be permitted.

Signor Maria Serra, the concessionaire, spent 220,000 on decorations and the transformation of the palace into a casino, and at the inauguration the Minister of the Interior himself formally opened the Salle de Jeu.

HONGKONG TIDE TABLE.

From 24th to 30th October 1927.

HIGH WATER				LOW WATER			
Date	Depth	Time	Height	Date	Depth	Time	Height
24	8.47	1.4	2.40	25	8.53	1.5	2.35
25	8.50	1.5	2.30	26	8.51	1.6	2.25
26	8.47	1.6	2.20	27	8.40	1.7	2.15
27	8.30	1.7	2.10	28	8.12	1.8	2.05
28	7.50	1.8	2.00	29	7.12	1.9	1.95
29	6.45	1.9	1.90	30	5.45	2.0	1.85
30	5.10	2.0	1.80				



Many an old maid once was a girl who couldn't stay awake while he talked about himself.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at sender's risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—

Philippine Islands, French Indo-China, Province of Yunnan, Canton, Wuchow, Kowloon, Hoihow, Macao, Kwongchowwan, Fort Bayard and Amoy.

Rates and further particulars on application to the Radiq Counter, 1st Floor, General Post Office Building.

Swatow Service temporarily suspended. It is notified for information that Feather Fans and Brooches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act of 1921.

ADDITIONAL NOTICE.

It is hereby notified that on and after 17th October, 1927 radio-telegram will be accepted by the Radio Telegraph Office, Government Building, for transmission to the American Continents, Hawaiian Islands and Europe through the intermediary of the Radio Corporation of the Philippines at Manila.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

INWARD MAILS.

From	By	Due
Shanghai	Suiyang	October 22.
Shanghai	Emil Kirdorf	October 22.
Europe via Negapatam (papers only London, 22nd Sept.)	Kutsang	October 23.
U.S.A., Honolulu, Japan and Shanghai	Tonyo Maru	October 23.
Manila	President Taft	October 23.
U.S.A., Honolulu, Japan and Shanghai	President McKinley	October 24.
Manila	Emp. of Russia	October 24.
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	President Van Buren	October 24.
Japan	Arakura	October 25.
Shanghai	Kashmir	October 25.
U.S.A., Canada, Japan, and Shanghai	President Jefferson	October 30.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	October 31.
Australia and Manila	Tanda	November 7.

OUTWARD MAILS.

For	By	Due
Saigon	Confucius	Sat., Oct. 22, 1.30 p.m.
Manila and parcels for Germany via Hamburg	Coblentz	Sat., Oct. 22, 3.30 p.m.
Straits	Gienluca	Sat., Oct. 22, 5 p.m.
Amoy and Japan	Talamba	Sat., Oct. 22, 5 p.m.
Bangkok	Hellas	Sat., Oct. 22, 5 p.m.
Formosa	Hague Maru	Sat., Oct. 22, 5 p.m.
Bangkok via Swatow	Kiangsu	Sun., Oct. 23, 8.30 a.m.
Shanghai	Shantung	Sun., Oct. 23, 9 a.m.
Amoy	Kingyuan	Sun., Oct. 23, 9 a.m.
Swatow, Amoy and Formosa	Hagan Maru	Sun., Oct. 23, 9 a.m.
Swatow	Hydrangea	Mon., Oct. 24, 2.30 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America, Europe via San Francisco and Europe via Siberia	President Taft	Mon., Oct. 24, 3 p.m.
	Parcels	.. 3 p.m.
	Registration	.. 4.15 p.m.
	Letters	.. 5 p.m.
	(Due San Francisco 17th November)	
Manila	Pres. Van Buren	Mon., Oct. 24, 5 p.m.
Amoy	Suiyang	Mon., Oct. 24, 5 p.m.
Hoihow, Pakhoi and Haiphong	Menado Maru	Tues., Oct. 25, 8.30 a.m.
Swatow, Amoy and Fochow	Hai Hong	Tues., Oct. 25, Noon.
Straits and Calcutta	Fook Sang	Tues., Oct. 25, Noon.
	Parcels	.. noon.
	Letters	.. 1 p.m.

Saigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles. D'Artagnan. Tues., Oct. 25. K.P.O. Registration. 1 p.m. Letters. 1 p.m. G.P.O. Registration. 1.45 p.m. Letters. 2.30 p.m. (Due Marseilles, 26th Nov.)

Manila. Pres. McKinley. Tues., Oct. 25, 4.30 p.m. Swatow. Chuk Sang. Tues., Oct. 25, 5 p.m. Swatow, Amoy and Formosa. Taikwa Maru Wed., Oct. 26, 8.30 a.m. Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C. and Europe via Siberia. Parcels. 25th 5 p.m. Emp. of Russia. Wed., Oct. 26. Registration. 9.15 a.m. Letters. 10 a.m. (Due Vancouver, B.C. 15th Nov.)

Amoy. Namsang. Wed., Oct. 26, 5 p.m. Straits. Cremer. Thurs., Oct. 27, 10.30 a.m. Hoihow, Pakhoi and Haiphong. Tean. Thurs., Oct. 27, 10.30 a.m. Java via Batavia. Tjikini. Thurs., Oct. 27, 1.30 p.m. Bangkok. Kiangchow Thurs., Oct. 27, 2.30 p.m. Swatow, Amoy and Fochow. Hai Ning. Fri., Oct. 28, 1 p.m. Sandakan. Mau Sang. Fri., Oct. 28, 1.30 p.m. Manila, Sandakan, Australia and New Zealand via Thursday Island. Arakura. Fri., Oct. 28. Parcels. noon. Registration. 1.45 p.m. Letters. 2.30 p.m. (Due Thursday Island 12th Nov.)

Shanghai. Szechuen. Fri., Oct. 28, 5 p.m. Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles. Kashmir. Sat., Oct. 29. K.P.O. Parcels. 28th 4.30 p.m. Registration. 29th 9 a.m. Letters. 29th 10 a.m. G.P.O. Parcels. 28th 5 p.m. Registration. 29th 9.45 a.m. Letters. 29th 10.30 a.m. (Due Marseilles 26th November)

Weihaiwei. Kueichow. Sat., Oct. 29, 5 p.m. Amoy. Anhui. Sat., Oct. 29, 5 p.m. Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles. Aeneas. Tues., Nov. 1. K.P.O. Registration. 9 a.m. Letters. 10 a.m. G.P.O. Registration. 9.45 a.m. Letters. 10.30 a.m. (Due Marseilles, 3rd Dec.)

Manila. Emp. of Asia Tues., Nov. 1, 3.30 p.m. *Correspondence bearing vessel's name only.

Sir John H. P. Murray, Lieutenant-Governor of Papua, re- by Vickers, Limited, for the ports: that tribes which were formerly cannibalistic are now Naval Construction Works, has been competitors in Association joined at Chatham her sister ship, football, and although the greatest Odey, also built at Barrow. Both excitement prevails during the vessels are of large dimensions, games not a single blow has ever and have undergone successful trials.

WILL  **PLAY**

AT
TEA AND DINNFR DANCES
IN THE
HONGKONG HOTEL, ROOF GARDEN
EVERY
WEDNESDAY, THURSDAY & FRIDAY
DURING OCTOBER

REPULSE BAY HOTEL
TEA DANCE EVERY SUNDAY
DINNER DANCE EVERY TUESDAY & SATURDAY

TEA DANCES 4.30 to 6.45 p.m.
DINNER DANCES 8.30 p.m. to Midnight.

RESERVATIONS HONGKONG HOTEL Tel. C. 581
REPULSE BAY HOTEL Tel. C. 778

THE HONGKONG & SHANGHAI HOTELS, LTD.

A NATIONAL THEATRE PROPOSED.

SIR J. MARTIN HARVEY ON A "GROWING NECESSITY."

It is not for mortals to command success, but according to Sir John Martin Harvey, it is within the power of some men to command immortality.

What shall we talk about, said Sir John. Perhaps the sun (which flooded the room) is the best thing to talk about. It certainly is very charming and most welcome.

In reply to a question concerning film work, Sir John said he considered that in films clearness and intensity of thought were most important. Here the voice of the actor was not used, and so a man must identify himself with the part he was playing.

Then the famous actor went on to speak about a national theatre.

Buying Immortality.

This theatre ought to have been completed, he said, but it is very difficult to get the necessary support. People clamour to know why we don't go ahead. Well the fact we have not enough money to build the theatre. We asked for £500,000 and we have not got it.

And yet it only needs one or more public spirited men to seize the chance to identify themselves with the movement and assist themselves to immortality.

Here is a chance for a man with money who wants to keep his name immortal. Instead of backing up-to-date productions let him finance a National Theatre.

I have contended that the foundation of a national theatre was a necessity, and that the need for it would grow, and it is growing.

Even great managers like Irving and Tree could not carry on a theatre in London in these days of high rents. Theatres were in the hands of speculators concerned only with dividends, and not with art. Who ever thought of sustaining the higher drama in London must be prepared to drop thousands of pounds. If this state of affairs continues the art of the theatre must decline.

With regard to "Scaramouche," Sir John said, he believed that the romantic drama would hold its own for a week instead of repertory plays. Sabatini, he considered, was a past master of historical romance.

This play is full of variety and Latin verve, and lends itself to a good deal of costume picture-ness, including as it does a troupe of players of Italian comedy.

I have a charming part, he concluded. So, also, has my wife. It is a part which suits her down to the ground.

WOMEN OF THE IRON AGE.

LOVE OF FINERY IN OLDEN TIMES.

Glastonbury, Sept. 15. From the peaty soil of a meadow hard by this village archaeologists are digging out the history of men and women who were living civilised lives in Somerset 2,200 years and more ago. They were the Britons of the early Iron Age, amazingly versatile folk, but rather timid, who built their homes in the midst of lakes for fear of their enemies.

From this lake village of Meare they were compelled to row in their log boats, scooped out of trees, to what was then the village of Glastonbury. Excavations which have been and still are being made under the direction of Dr. A. Bulleid and Mr. H. St. George Gray, curator of the Somerset County Museum, Taunton, and secretary of the Somerset Archaeological Society, have resulted in important discoveries.

These prove, for instance, that British women of 200 B.C. were just as anxious to make the most of their looks as are the women of to-day.

Is It Rouge?

Not only have all manner of beautiful ornaments and some useful articles, such as bronze mirrors and combs, been found, but there have also come to light expertly fashioned tweezers and even a substance similar to rouge.

Women then had, too, a definite feminine love of finery, as witness the beautiful coloured beads and the many decorative and serviceable dress pins which have been unearthed.

As for the men, there is proof that they gambled, for among the many interesting finds are oblong-shaped dice, cut out of bone and numbered in dots—3, 4, 5, and 6.

It is estimated that there were 120 houses in the village and most of these have to be located.

TRAVELLING CLUB IN BRITAIN.

CARDS AND COFFEE ON THE WAY TO BUSINESS.

TRAIN "ADVENTURES."

There are clubs and clubs—but probably only on the London-Brighton section of the Southern Railway is a genuine travelling club conducted.

Upon three trains travel a host of business men who make Brighton or Hove their home. Soon after eight every morning, they set out for London and before seven in the evening they are back again in Sussex.

A Press representative who travelled on the 8.5 a.m. train was surprised to find how these season ticket holders make themselves at home, says a Home Correspondent. In one of the Pullman coaches, breakfasts were served to those who, one suspected, had slumbered too long to eat at home. Coffee was dispensed to most of the travellers, and at several of the tables games of cards were in progress.

A city man who detached himself from a game of solo whist to talk to the Pressman, remarked—Yes, we enjoy ourselves during our daily trips to town and back.

The strange thing is that though I have friends whom I meet on the train every day, I don't know the names of several of them nor their business, nor where they live.

Well-kept Secrets.

This is a club, if I may call it such, where no questions are invited and no "shop" allowed. For a couple of hours every day we forget business trouble and domestic cares; it is "on with the game."

I remember a year or two ago we had a newcomer to our little "school," a pleasant, unassuming fellow who lost probably every game of cards he played. Then one day he travelled no more and it was not till long after that I learnt his identity. He is one of the leading financiers of this country. His name? No, I cannot tell you. It is one of the unwritten rules of our "club" to keep our secrets within the train.

I certainly think the number of daily travellers between London and Brighton is increasing, you see it is only just on hour's run in comfort and at the end of the day's work there is scent of the sea and the heights of the South Downs. That is rather better than 30 or 40 minutes in a tube train, and trim suburbia when the day is over.

Not all the regular travellers go by Pullman coach. Into the third class carriages, the club spirit has also permeated. One foursome, by a little ingenuity, has made card-playing easy. Someone—perhaps one of their wives—has made for them a canvas "table." This is how it works—at each of the four corners is attached a tape, the other end of which goes over a player's jacket button. When the journey is ended, the tapes are unbuttoned, and the "table" rolled away into an attache case.

A Club of Three.

The Pressman who also discovered the most exclusive book exchange

THE MAN WHO "WALKED WITH KINGS."

MR. GUSTAF ROOS 89 LAST MONTH.

Mr. Gustaf Roos, who forty years ago was well known in every Court of Europe as the introducer of the Nordenfjelt guns, celebrated his 89th birthday in London last month.

"I am left entirely alone now," he told a Press representative. "My younger son was killed on the Somme in 1916, serving with the York and Lancaster Regiment, and my elder son, Sir George Roos Keppel, who was military governor of the North-West Frontier Provinces, died five years ago. He was said to be the only man who could keep the tribes in order during the war. They both died unmarried."

"My late wife and I celebrated our diamond wedding in 1925, but she died last year when we had been married sixty-one years. My sons were, of course, of British nationality. I have retained my Swedish nationality, but I came to England sixty-one years ago, so I am as much English as Swedish."

"I have travelled in every country of Europe in connexion with the introduction of Thorsten Nordenfjelt's guns, and between 1889 and 1900 I knew twelve Sovereigns, including the Kings of Portugal, Spain, Italy, Greece, Rumania, and Denmark, the Emperor Francis Joseph, the old German Emperor, William I., Alexander III. of Russia, and the Sultan of Turkey."

"They all wanted me to explain my guns to them, and many a time I have had a longer conversation with some monarch than any diplomat who only bows and passes on."

"I met King Edward only once, but I had the honour of dancing a cotillion with Queen Alexandra at a ball given to her by Scandinavians in London about the time of her wedding."

"My son took King George up the Kyber when he was in India, and I had a kind letter from the King when my son died."

"I am still in perfect health," he added, "but suffering from old age."

In the world, its membership is three, and the books in circulation are the property of the members. Caring not for the pleasures of the card table, these three travellers do, as most Englishmen do in a train—put their eyesight to the severest test by reading away their daily journey.

It is the only time I get my reading, except at week-ends, said one of the men. My two friends and I keep up with new books as much as possible. We make it a rule to buy one book a week, and then pass it around. The plan works very well. Our tastes are dissimilar, of course, but each of us finds something which will interest the others as well as himself.

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the immediate purchase of something which, at the moment, seems immensely desirable. Life is short at best, and uncertain, so why not enjoy it to the utmost. That's human.

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KING AND QUEEN RUN A "SHOP."

SOLD OUT OF SOAP AND
WHITE HEATHER.

INCIDENTS AT FETE.

For the first time in history a British King has stood for hours behind a counter selling flowers and a Queen has sold soap.

In this, the most successful "shop" ever run, customers threw down Treasury notes and neglected to wait for the change.

In three hours or so there was a bigger "turnover" than any shopkeeper has ever done before.

The Duke and Duchess of York also acted as "salesmen" at a fete in the grounds of Balmoral Castle last month to clear off the debt on Crathie Hall, opened a year ago by the Earl of Shaftesbury.

With them was the infant Princess Elizabeth, who sat for hours in a perambulator playing with a dancing doll. She was not in the least perturbed over the excited crowds. Now and then the Queen stepped over to her, and the Duchess, smiling with pride at her baby, repeatedly waved her hand to her.

Many of those fortunate enough to get inside the marquee almost fought with each other to get a view of the infant Princess, whose hearty chatter could be heard outside.

The Duke and the "Little Duchess" were very active behind the counter. Their gifts included many souvenirs of their Australian visit.

Royal Salesmanship.

The Queen, in a grey dress and a pink hat, sold dolls, bags, cushions, and soap. In Highland dress, with sleeves rolled up and coat open, the King did a roaring trade in flowers, white heather—which he soon sold out—and other things.

Excited visitors waving Treasury notes struggled to reach the Queen, and in many cases she was requested not to trouble about the change. The crowd became so pressing at one stage, when the Queen and the Duke and Duchess were selling, that police had to be summoned from other parts of the ground to make a human barrier through which the customers passed.

The Queen proved an extremely smart saleswoman. One customer wanted soap. "Any more soap?" called the Queen. The next instant she exclaimed, "No, we are out of soap, but we have perfume."

The Duke was examining an apron with pockets, preparatory to a sale, when Lady Maud Carnegie whispered what it was. "Oh, I know all about it," said the Duke, who also displayed a pretty shopping wit.

The King was ever on the alert, and disposed of flowers with great zest. At the outset there was a run on white heather, and ultimately the King was kept busy informing his customers, "I am out of white heather, but have some beautiful sweet peas."

Turning to Sir Derek Keppell, who was busy handing the flowers across the counter, the King said, "Here is a small boy wanting white heather," and then said to the boy, "Sorry, we have none. Sweet peas? Quite right, you had better have another bundle, little man," placing a double measure in his little customers' hands.

A woman handed the King half a crown. "I think that is too much money; you will require some change," was His Majesty's comment as he proceeded to consult Lady Keppell and her daughter. Towards the end the customers were declining change.

"Good, quite right," the King repeatedly said, as he smiled his thanks. When a woman purchased a big collection of tall cut flowers the King suggested a basket. This was handed over by Sir Derek Keppell, and the King, handing it to the purchaser, demanded "Three and sixpence extra, please." He remained till the stall was cleared, the gifts disposed of including game from his own gun.

Mr. Churchill's Picture.

Another interesting feature of the afternoon was an auction, by Sir Frederick Ponsonby, of a picture which he explained had been painted specially for the occasion by Mr. Winston Churchill, at the command of the King. It depicted the cross in St. Paul's churchyard with the Cathedral in the background. It had taken Mr. Churchill two days to paint.

Never before, said Sir Frederick, had a King commanded a Chancellor of the Exchequer to paint a picture, and it was the first time that a Chancellor had exercised his artistic talents for such a purpose. He suggested that the idea might be carried further by the King inviting leading members of the Royal Academy to paint pictures to be sold on behalf of the National Exchequer.

Bidding started at £10, and quickly mounted. When it had

AMAZING CINEMA MILLIONS.

ENDLESS CROWDS TO SEE
"THE PICTURES."

BRITAIN'S 3,800 MOVIES.

Weekly attendances at cinemas in Great Britain, allowing a bi-weekly visit to every third person, are estimated to be not short of 25,000,000—an abnormal number for this time of the year—and, as the winter season approaches, the level of attendances will rise rapidly.

Box-office takings in Great Britain last year reached about £30,000,000. More than 150,000 people are employed in the various branches of the industry.

There are various causes of the present flood-tide of cinema prosperity. Chief among them is the prolonged bad weather.

The British climate has again shown itself to be the cinema exhibitor's best friend.

Another cause of the boom (says the *Daily Express*) is the enormous publicity given to the British film-producing industry by the prolonged newspaper and Parliamentary discussion of the Government's Film Bill.

London's 600 Cinemas.

London has about 600 cinema theatres, and the average weekly attendances are not far short of 4,000,000. Before the winter is over the London cinema trade may be able to say that every other Londoner is a picturegoer.

The total number of cinema theatres in the country is about 3,800, and shrewd judges estimate that, although the number of regular weekly picture-goers has risen at the present time to not fewer than 18,000,000, there is still a margin of at least 5,000,000 people waiting to be converted to the entertainment. Whether that conversion will ever be realised depends largely on the country's full industrial recovery.

The film boom is not confined to Great Britain. It extends to the whole world, which now has not fewer than 55,000 cinema theatres. It is estimated that the total sum invested in cinema industries, directly and indirectly, is not far short of £1,000,000,000.

The making, selling, and distribution of films in the United States is now the third largest industry in that country.

Exhibitors there pay nearly £40,000,000 a year for film-hire. Box-office receipts at 20,000 theatres amount to about £125,000,000 a year according to the last available figures, which have probably increased.

Englishman's Invention.

Nearly 600,000 people are employed in the various branches and sub-branches of the American industry, and rather more than a quarter of that number in Great Britain, which annually pays to America about £7,000,000 for the hire of films that have already made a profit in their own country.

Practically the whole of the vast business has been built up on the invention of an Englishman, Mr. William Friese-Greene, whose patents expired before the possibilities of cinematography as an entertainment had begun, and who died a poor man.

The first public film-exhibition was given in 1883 by Mr. Friese-Greene in his shop-window in Piccadilly, London. It certainly created a furore, but, as it also stopped the traffic in Piccadilly, the police intervened and stopped the film. To-day, nearly forty years later, the world annually produces 1500 full-length films and thousands of short films.

Tradition says that when Mr. Friese-Greene gave himself his first moving-picture exhibition at two o'clock in the morning he was so excited by the result that he rushed into the street, and asked the first person he saw to come in and see the show. The only person so sight was a policeman, who became the first cinema spectator.

reached forty guineas, someone shouted out the equivalent of that sum £42.

"Will it do?" asked Sir Frederick, and then cogitating decided "No, it won't," amid general laughter, in which the Queen joined. The picture was eventually knocked down for 115 guineas by Mr. S. Bond, the Sheffield steel magnate, who has a house at Brackley, Ballater.

The Queen afterwards gave a filip to a book and jumble stall conducted under the auspices of the Crathie Men's Club, by acting as saleswoman in chief. Among her customers were the Duke of York and Lord Carnegie, each of whom bought a big supply of golf balls. The Royal party afterwards returned to the Castle.

It is expected that the fete will realise more than is required to wipe off the debt on the Crathie Hall, and the surplus will be handed over to the Aberdeen Hospitals Fund.

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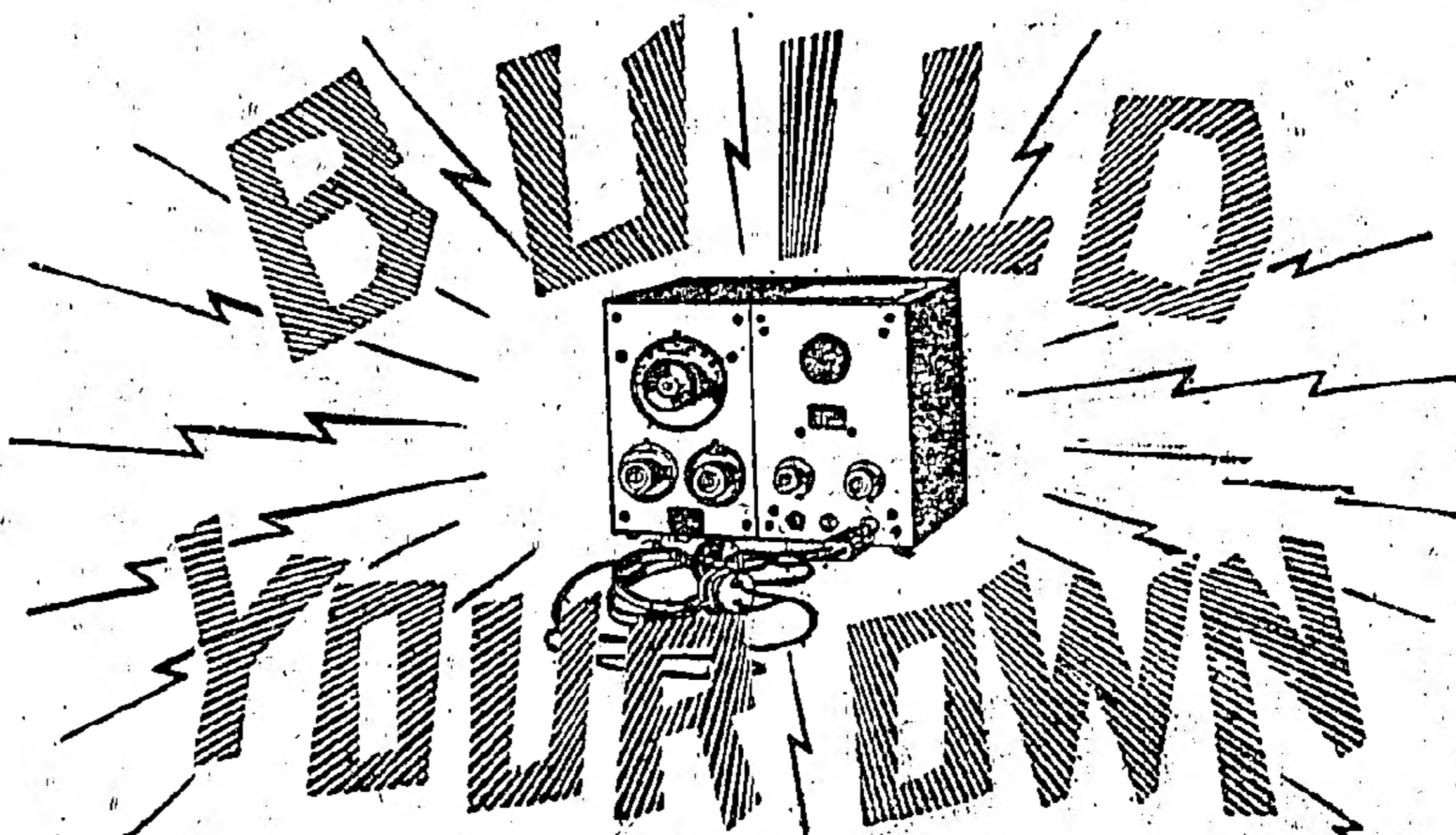
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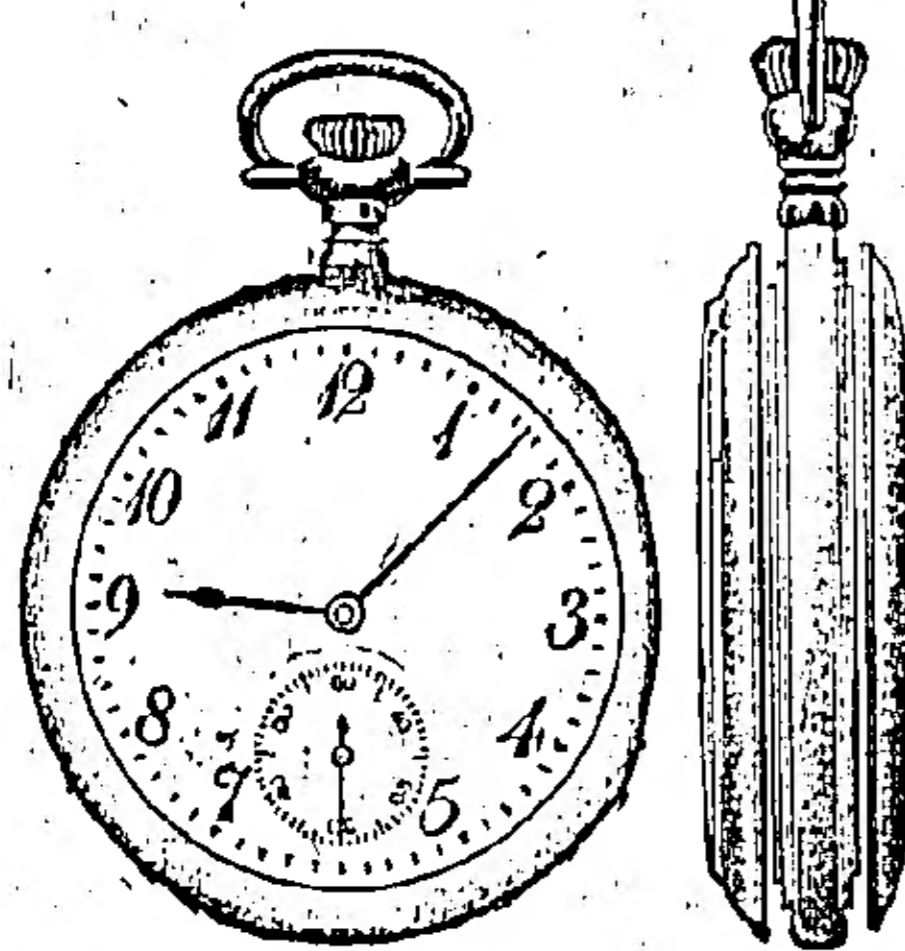


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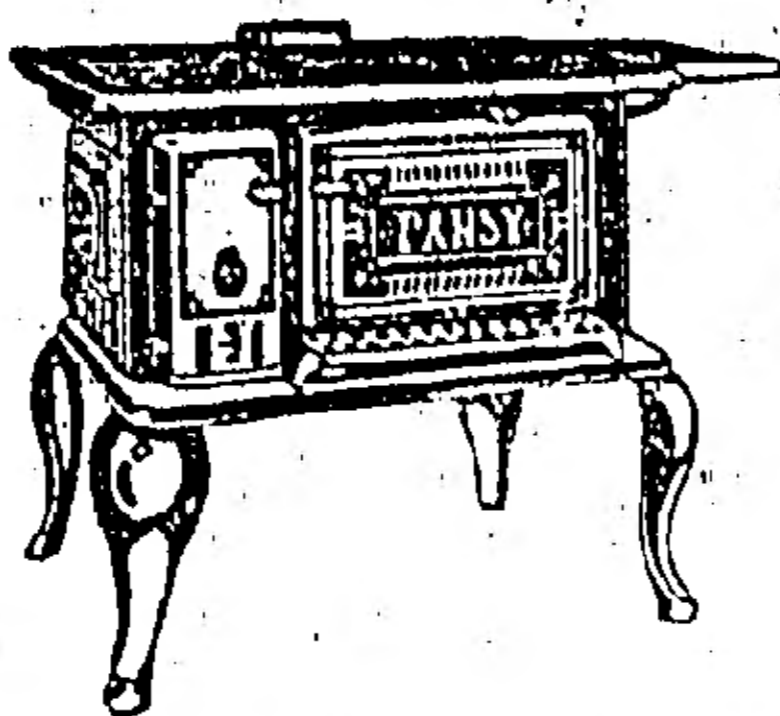
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The
Hongkong Telegraph

SATURDAY, OCTOBER 22, 1927.

CHINA'S NEW WAR.

It was disclosed in telegrams received yesterday that the mission which recently went from Nanking to Hankow to make peace with General Tang Seng-chi proved abortive, and that the Nanking Nationalists are definitely going to make war against Hankow for the purpose of subjugating this intractable section of the party. The sensational change, in the plans of the Nationalists in connection with their promised drive against the army of Marshal Sun Chuan-fang becomes explained, for Nanking is out to put all its strength into the fight with Hankow and will leave the North alone—for the moment at any rate. What will be the outcome of this battle of the Yangtze is not easy to forecast, but it would appear that the odds are on the Nanking group, on paper at least. General Tang Seng-chi and his confederates at Hankow have been playing a lone game of extremism, and their break with Nanking is largely on account of the "moderate" complexion of the latter party. Labour largely dominates the Hankow party's policy, and it looks as if it were riding for a fall. In looking at the military position one has to remember that Hankow has a hostile force further up the river and that as Nanking attacks from the east (and Nanking is already said to be in control of Wuhu) the plight of the Wuhan forces will become serious, having inevitable repercussions in the panicky centre of the party's influence. It has to be stated that General Tang Seng-chi is an extremely capable commander and that he has many well-trained troops under him, but an assessment of the forces now opposed to each other discloses that those of Nanking are the stronger. And meanwhile, there is fighting going on between the Peking and Shansi forces, and there is Marshal Feng Yu-shiang hovering around on the borders of Shansi awaiting his turn to profit. He may possibly go to the help of General Tang, but the so-called "Christian" General only plays a self-benefitting game, apparently. Canton does not seem minded to listen to either Nanking or Hankow, and, in the opinion of competent observers who have closely followed the "Red" and anti-"Red" faction fights of the past week, is

on the eve of a big upheaval. The Nationalist party is almost unrecognisably split up into factions either openly antagonistic or indifferent to each other and wherever one looks in China to-day there is the same tale of disintegration and friction to be told. The country was never more torn between itself and never was tearing less justified from the national standpoint. Of lofty aim and purpose there is but little and all the fighting when analysed becomes just so much personal wrangling and the disputes of cliques. Perhaps Nanking does try to represent the aims of those Nationalists who really would like to see something worth while accomplished for the benefit of China as a whole, but Nanking has been rather badly directed and has landed itself into the maelstrom of factional intrigue without attracting the loyalty of those whose help is essential for success. It is certain that the great trade of the Yangtze is to be once again interrupted and jeopardised and that as the result of this new war, the Chinese people themselves will be the worse sufferers.

[The above article was written prior to the receipt of news that the Nanking forces had gained an initial success against Gen. Tang Seng-chi, who is reported to be suing for peace.]

The Navy Intervenes.

The intervention by a British submarine in Bias Bay on Thursday night, whereby a pirated vessel was stopped, disabled, and the plans of the pirates on board frustrated, makes thrilling reading, for one can imagine, apart from the official details, the dramatic surprise, the warning shots, the shell crashing into the engine-room, the blazing ship, the panic aboard when scores of people jumped into the water, and the great efforts of the submarine crew in effecting rescues under the utmost difficulties of darkness and a rough sea. It provides material for the vivid imagination of a film scenario writer, and hardly conforms to the prosaic work of a naval vessel on the China coast. However, it is fact, and adds another chapter to the history of the British Navy's activities in various waters of the wide world. Also, it goes further, in emphasising the effectiveness of the presence of British warships in the Bias Bay vicinity, in checking the activities of piratical gangs. The capture of the Irene followed the usual programme of disguised passengers, and had the Li not been where she was on Thursday night, the tale would most probably have been one of looting, kidnapping, and a vessel steaming into port, after being overdue at her destination, with a tale of another point for the Bias Bay score sheet. This time the plans of the desperadoes have gone all awry, as badly as in the case of the s.s. Sunning. The prompt foiling of the scheme for the seizure of the Irene will teach its lasting lesson. It is unfortunate that there has been some unintended loss of life, but that appears inevitable under the circumstances of the case. The heroic rescue work by the submarine's crew speaks again of the fine traditions of the Service, nobly fulfilled. At Bias Bay, and elsewhere, the affair will serve as a much-needed warning as to what pirates can expect in the event of outrages on vessels on the high seas. Never again will a course be set for the bay by a freebooter gang, without the fear that somewhere, ready to appear at any moment, there may be lurking one of His Majesty's efficient policemen of the ocean.

THE QUANTS.

A VARIETY OF NUMBERS.

In spite of the counter attraction of the Navy League concert, there was a fairly good audience at the Theatre Royal last night when the "Quants" made their second presentation of "One Dam Thing After Another."

A variety of musical numbers, dancing and sheer farce, the "revue" is full of life, with scarcely a dull moment from beginning to end, and this evening when it will be given for the third time, heavy booking is anticipated.

It would be difficult to pick out numbers deserving of special mention since the nature of the items undergoes such rapid changes, all of which have their different appeal. "When My Heart Stood Still," "The Little Tin Soldier," "In a Little Spanish Town" and "Shadows," the latter being most attractively staged, were among the musical numbers which met with unqualified success.

DAY BY DAY.

HE WHO KNOWS MOST BELIEVES THE LEAST.—Buckle.

The Government matched cubicles at Repulse Bay Beach will be closed on and after the evening of Sunday, the 30th October, 1927.

With reference to the British Wireless communication from London on Thursday, it is interesting to learn that Mr. Francis Birtles will make the overland trip from London to Australia in a 14 H.P. Buick car; a machine similar to the one used when he completely encircled Australia by land.

H.E. the Governor has made the following appointments to the Authorized Architects Committee:—Lieut.-Col. L. G. Bird, in place of the Hon. Mr. H. W. Bird; The Hon. Mr. J. Owen Hughes, in place of the Hon. Mr. A. O. Lang; The Hon. Mr. D. G. M. Bernard, in place of the late Hon. Mr. P. H. Holyoak.

A fuse-box explosion outside the Pavilion Theatre in London on September 25 blew a hole in the pavement, knocked a woman over, burst a taxi cab's tyre, brought out three fire engines and fifty Police, and put out the word "dam" in the illuminated sign of the play "One Dam Thing After Another."

Mr. C. J. Tatchell, of the Public Works Department, has reported to the police that while driving his car along the Praya East yesterday afternoon, he collided with two Chinese women who were carrying a load of glass-plates. The women were not injured, but the glass, which was valued at \$100, was damaged to the extent of \$80.

The Head of the Sanitary Department has been appointed to exercise all the duties in connection with the issue of eating-house licences which were under the Licences Consolidation Ordinance, 1911, vested in the Treasurer, other than the receipt of fees for such licences, which fees shall be paid to the Treasurer on or before the issue of the licences.

A chimney fire occurred in a house at Hollywood Road last evening, the alarm being received at the Fire Brigade Headquarters shortly after eight o'clock. An appliance was sent to the scene, but the outbreak was easily extinguished within the space of a few minutes through the liberal application of water from hand-buckets. The damage done was insignificant.

It is officially notified that, at the expiration of three months from the date hereof, the Moller & Co. (Hongkong), Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved. It is further notified that the name of The Honour Land Investment and Agency Company, Limited, has been struck off the Register.

A Chinese driver of a livery car parked his vehicle at the stand outside the Star Ferry Wharf, at Connaught Road Central, yesterday, while he went into an adjoining building. He had not gone a few yards before his attention was called to the car, which was backing across the roadway towards the edge of the sea-wall. Before the driver could reach the car, it had gone over the sea-wall into the harbour. A report has since been made to the police.

Shortly after seven o'clock last night, as an Indian police guard was patrolling in the vicinity of the Netherlands Harbour Works at Nrau Shi Wan, on the mainland, he saw a number of men loitering in a suspicious manner and challenged them. They ran away, but four were arrested when other guards were summoned and they gave chase. On the person of one of the suspects a revolver was found. Searching the ground near the spot where the men were first seen, a second revolver was discovered. The men were taken to the local police station.

PLUCKY WATCHMAN.

FIGHT WITH ARMED ROBBERS.

Three armed robbers, who entered a contractor's matched belonging to the Lee Yee firm at Shekkipui last night, with the intention of overpowering the watchman and rifling a dynamite magazine nearby, were frustrated through the plucky resistance of the watchman and a companion.

As the intruders entered, the two men got out of bed. The watchman was instantly attacked with a chopper and wounded slightly above the left knee. His companion picked up a brick and threw it at a second robber, who then drew a revolver and fired a shot which hit the victim in the left arm. The latter blew a police whistle and this caused the robbers to flee.

The man who was shot was removed to the Government Civil Hospital, after the police were called into the case.

IN THE "WORLD" OF BOOKS.

Family "Travels" to Many Parts.

It is not my intention to pose as an authority on books of travel, but merely to recommend a few that have particularly enjoyed in our family "travels."

George Herbert Palmer's translation of "The Odyssey" takes precedence with us over all the books of travel in our reading experience. This one have we often reread, always charmed by the beauty of the language and held in admiration by the wonderful qualities of "long-tried, royal Odysseus."

Apologies of sea voyages, I should like particularly to speak of Shackleton's "South" and call your attention to the magnificent heroic boat journey from Elephant Island to South Georgia. If one does not have leisure to read the whole of this fascinating book of exploration, it is tremendously worth while to read at least the account of this extremely hazardous 800-mile voyage on which Shackleton, with a small crew, braved the stormy Antarctic Ocean in a weather-beaten twenty-foot boat with an improvised deck of box lids, sledge runners and canvas.

The sixteen days' voyage was one of "supreme strife amid heaving waters." So small was the boat and so great were the seas that often their sail flapped idly in the calm between the crests of two waves. At midnight on the eleventh day when Shackleton was at the tiller, he noticed, between the south and the southwest, a line of clear sky. He called to his men that the sky was clearing, but in a moment he realized that what he saw was not a rift in the clouds but the crest of an enormous wave.

He writes: "During twenty-six years' experience of the ocean in all its moods, I had not encountered a wave so gigantic. It was a mighty upheaval of the ocean, a thing quite apart from the big white-capped seas that had been our tireless enemies for many days." The sea broke around them and half-filled with water, the little boat was tossed like a cork in the seething foam.

Capt. Joshua Slocum encountered a similar wave when, alone, he made his trip around the world in the sloop Spray. Without warning, this appalling monster, which was an accumulation of many lesser waves, bore down upon him with a mighty roar. Slocum had only a moment to get all the sails down and climb up the peak balliards. The mammoth wave, mountain high, swept over and for a second completely submerged the little Spray. He survived this danger, however, only to encounter the greatest sea adventure in his life when he found himself in the midst of the breakers and sunken rocks of the "Milky Way."

A most delightful present-day

voyage is Negly Farson's "Sailing Across Europe." The author and his wife, whom he dubs the "crew," sailed from Holland, by way of the Rhine, Main and Danube Rivers, across Europe to the Black Sea, in a twenty-six-foot boat. Mr. Farson, a genial, likeable individual, gives us many interesting pen pictures of the people and the customs of the countries through which he passed.

If by chance you prefer in your fireside travels the exploration of Asia, you will enjoy Marco Polo. This indefatigable Venetian traveller gives us wonderful descriptions of the grand Kublai-Kaan, his battles, hunts and the unparalleled magnificence of his court.

Should you care to travel with an expedition of exploration, you may go "East of the Sun and West of the Moon" with Theodore and Kermit Roosevelt. They negotiate, in their undertaking, some of the most difficult trails and passes of the Himalaya Mountains to collect specimens for the Chicago Field Museum of Natural History.

Benjamin W. Mitchell gives us in "Trail Life in the Canadian Rockies" an interesting account of a most delightful horseback trip he took in company with his wife and several friends. In his preliminary try-out climb of Carnarvon he encountered the fickle weather characteristic of the high mountain tops. He felt that it had never been better described than in this bit of doggerel, attributed to Edward Whymper, the famous mountaineer:

First it rained and then it blew;
Then it friz and then it snow;
Then it fogged and then it thaw,
And very shortly after then
It blew and snow and they again.

Mitchell assures us there is very little probability in the Canadian Rockies of being molested by wild animals. The nearest approach to a casualty happened when one member of the party was awakened by a sense of oppression on his chest and found a twenty-pound porcupine seated thereon consuming his precious whiskers! Mr. Mitchell not only gives us an enjoyable account of the events of each day, but his appreciative and detailed descriptions of the mountains convey a very definite impression of their ineffable grandeur.

Of our present-day travellers, probably Harry Franck has covered more ground on "Stank's" mare," with less cash, than any other single wanderer. In his "Varanand Journey Around the World" we were particularly impressed by his crossing the Malay Peninsula afoot and pushing on through the jungles of Siam to Bangkok, unarmed and unescorted, a feat no other white man has had the temerity to undertake.

E. S. P.

OBITUARY.

WINNER OF BIG PEACE PRIZE.

Berkely, California, Oct. 21.
The death has occurred of Dr. Charles Levermore, at the age of 71. He was the winner of the famous Bok peace prize of \$8100,000.

He died while addressing a women's organisation on his favourite topic of peace.—*Reuter's American Service.*

Charles Herbert Levermore, noted American educationalist, was born in 1856, the son of a Connecticut clergyman, and was educated at Yale and at Johns Hopkins colleges, taking the Ph. D. degree. His chief study was world history, and his main thesis was world peace. His connexion with international peace efforts included directorship of the World Peace Foundation, in Boston, and representation of the American organisations for fostering adherence to the League of Nations and the World Court. He won the Bok prize with a plan for world peace.

EXCHANGE RATES.

	London, Oct. 21.
Paris	124.05
Brussels	124.05
Amsterdam	12.10 1/2
Berlin	20.40
Copenhagen	13.17
Vienna	34.51
New York	4.87 7/32
Geneva	25.25
Milan	89 1/2
Stockholm	18.08
Oslo	18.60
Prague	104 1/2
Helsingfors	193 1/2
Madrid	28.84
Lisbon	2 1/2
Athens	7.95
Bucharest	5.20 1/2
Buenos Aires	47 1/2
Bombay	1/5 1/2
Shanghai	2/0 1/2
Hongkong	1/11 1/2
Yokohama	1/10 2/3
Silver (spot)	25 1/2
Silver (forward)	25 1/2

—*British Wireless.*

CANTON ICE.

COMPANY'S BETTER OUTLOOK.

At the annual meeting of the Hongkong and Canton Ice Manufacturing Co., Ltd., the Chairman (Mr. T. G. Weall) said:—
Gentlemen:—The Report and Accounts have been posted to shareholders as customary and I propose therefore to take them as read.

The Profit and Loss Account for the year ending 31st July last, I am pleased to say, discloses a profit of \$14,280.43 compared with a loss of \$2,798.54 for the previous year, which must be considered satisfactory, especially in view of the fact that no ice was sold outside Shamen in the early part of the financial year, when under better conditions there should have been a good demand. Your Directors recommend that this profit be deducted from deficit brought forward, reducing same to \$27,005.26 and I trust you will approve. Once again depreciation has not been made on plant or buildings nor have your General Managers, Directors or Secretary drawn any remuneration.

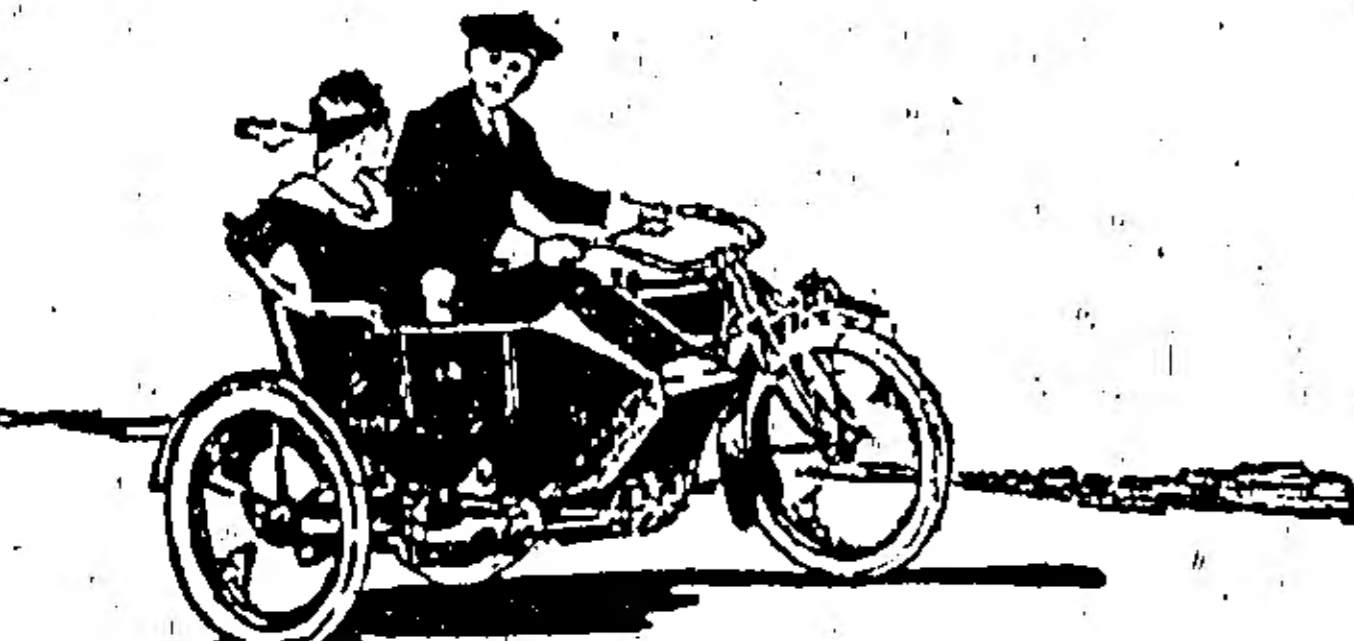
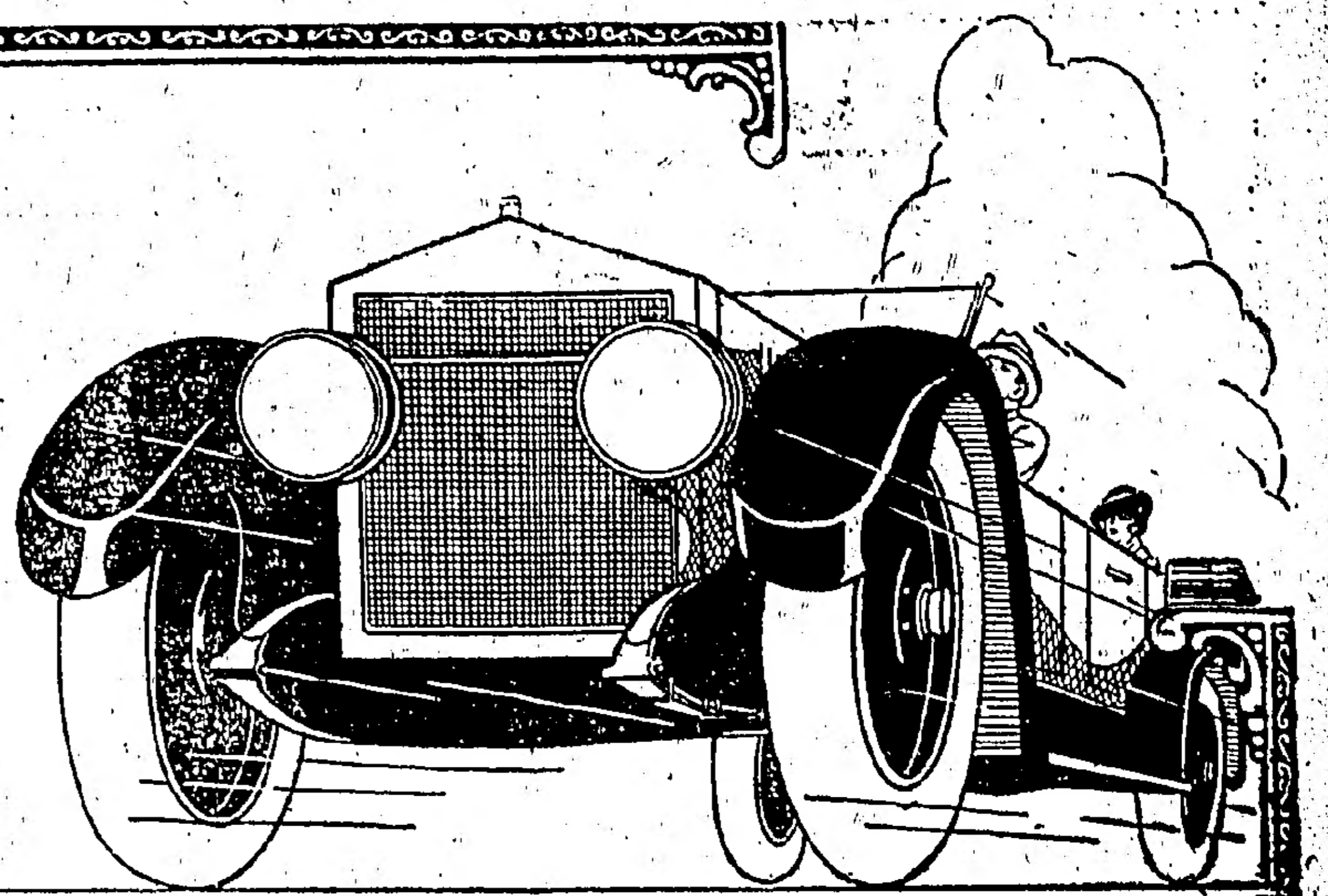
Without wishing to be unduly optimistic, I venture to express the hope that the next Balance Sheet will show the deficit now carried forward to have been entirely wiped out, but after this has been accomplished depreciation will need to be fully allowed for before any distribution of profits can be recommended.

It is gratifying to note that half the loan of \$40,000, from your General Managers has been repaid and that the old Bolinder Engines have been disposed of, realising \$11,000, thus improving the financial position of the Company.

Nothing else appears to require comment from me and I therefore propose that the Report and Accounts as presented be adopted. When this motion has been seconded, I shall be pleased to answer to the best of my ability any questions Shareholders may wish to ask.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 22nd OCTOBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

H.K.A.A. Dinner.

The Hongkong Automobile Association proposes to hold another dinner dance this year at the Hongkong Hotel, and members are asked to notify the Honorary Secretary of the number of tickets they will require for themselves and friends. Last year's function, the first of its kind, proved most successful and it is anticipated that a large number of members will again support the event. Members are particularly requested to make their reservations as early as possible in order that suitable arrangements can be made well in advance. The date selected is Friday, December 16th. Tickets are \$4.00 each.

Motor Lorries.

During the week an interesting test was carried out with one of the Morris 30 cwt. lorries, the route being from the City to Victoria Road via Garden Road, Caine, Bonham, Pokfulam and Mount Davis Roads. The vehicle was loaded to capacity and the performance declared excellent. This is the first Morris 15.9 h.p. commercial vehicle to be put on the road here. The body work was built by the local agents, The Hongkong Hotel Garage to the order of Messrs Buttonjee & Co.

Missing Vehicles.

We have to again draw attention to the practice, which is becoming far too prevalent, of unauthorized persons taking motor vehicles away from parking places, and abandoning them in somewhat out-of-the-way places. It seems that until a trap is laid, and some of the offenders caught red-handed, the annoyance is likely to continue. Kowloon appears to be the favourite district for this practice, and during the present week, cases were reported, one relating to a car, and the other to a motor cycle. Motorists will be grateful when the people who apparently delight in this hobby, are caught and severely punished.

Peak Garages Wanted.

The Government would be assured not only of tenants but also of the appreciation of many Peak residents if it catered still further to the needs of that district regarding lock-up garages. There are some excellent sites for such garages—notably at Jardine's Corner and on Chamberlain Road, at the spot where the hillside has been excavated away—and the number of car owners, with no garages of their own and with no room to erect one who would be only too glad to rent a lock-up garage, is sufficiently large to make the venture a safe one. At the present time many owners have to lodge their cars in the Peak Hotel Garage, which is not only full to the limit but which is also rather inconveniently placed for so many. If there were garages nearer to the centre of the Peak district, which might be placed as Jardine's Corner, not only would present owners be benefitted but these who are at present chary of buying a car on account of garaging difficulties would doubtless become owners. There would be no objection to paying as much for a lock-

up garage as is now paid at the Peak Hotel—a rent which one imagines would give the Government a good return on capital outlay. We know we are voicing the opinion of many Peak residents when we say that the provision of more garage accommodation in that district would greatly benefit motoring in this Colony.

Tyre Danger.

It has been definitely established that the rear tyres are the first to wear out, and many motorists shift the rear tyres to the front wheels in order to even up the wear. Only this week we met with an instance of this almost general practice, and would utter a word of warning against the danger created. When a worn tyre blows out on a rear wheel, while the car is travelling at a high rate of speed, the driver still has enough control of the front wheels to guide the car safely out of a dangerous spot. When, however, a front tyre bursts, and the car is moving fast, there is almost nothing the driver can do. The steering is thrown out of his control, the car is forced into a serious skid, and there is great possibility of a crash resulting. It is much safer to leave a worn out tyre on a rear wheel, even though it will wear down much faster, than risk the dangers that go with changing it to the front. For greater safety, a tyre that shows a tread worn down to the fabric should be taken off and used only as a spare in emergency. Even as a spare, it should only be used long enough to get a good replacement.

Lubrication.

We have received a copy of a most useful little booklet on the lubrication of motor cycles. This has been compiled by the Vacuum Oil Company, and applies to all standard models sold in Great Britain and British Colonies. As a guide to correct lubrication it is most valuable, and all motor cyclists will be well advised to obtain a copy from the local offices of the Vacuum Oil Company.

B.S.A. Success.

B. S. A. motor cycles fully maintained their reputation for reliability in the 1927 International Six Days' Trial which took place in the Lake District at the end of August. The team consisted of Messrs J. Parrier, J. Humphries and A. E. Perrigo, riding B. S. A. 4.95 h.p. O.H.V. models, and all three riders completed the course without losing a single mark, being awarded Gold Medals. Mr. P. Cranmore, who rode a B. S. A. 3.49 h.p. O.H.V. motor cycle combination—this was the smallest powered sidecar combination to win a premier award—also, gained a Gold Medal, as did Mr. H. Uzzell riding a B. S. A. 1.86 h.p. motor cycle combination. Another B. S. A. rider, Mr. J. Moss of the Dutch Team, mounted on a 4.95 h.p. Sports side-valve machine, was also awarded a Gold Medal. This event is not confined to machines of British manufacture, and besides all the prominent English makes there were motor cycles of American, German, Belgian and Swedish manufacture.

IRON HIGHWAYS.

A street in the city of Le Mans, France, is paved with cast iron plates with a corrugated surface to make horse travel easy. Durability and use for old iron are its advantages.

VALVELESS MOTOR.

An engine without valves has been invented in Spain, and designed for use in automobiles and airplanes. It is said to effect a considerable saving in fuel.

SWEDEN TESTS CARS.

Sweden has established an automobile testing institute at Stockholm, for the purpose of adjusting automobile motors to use as little gasoline and oil as possible. It is in charge of Sweden's foremost internal combustion engineer.

SPAIN IS IMPROVING.

Spain is planning to spend some 600,000,000 pesetas, or about \$120,000,000, the next two years for improvement of its highways.

UNIQUE CLUTCH.

Noiseless Gear Change.

OPTIONAL FREE- WHEEL.

Several types of free-wheel clutch are gaining attention in Britain, and some manufacturers are experimenting with them.

From reports made by engineers, the most promising seems to be the Humphrey-Sandberg design, which makes gear-changing foolproof, and yet can cease to be a free-wheel clutch at the driver's option.

Freewheeling may save petrol, but it would certainly result in the greater use of brakes, and on long steep hills, where an engine in low gear is the best possible brake, possibly allow the car to pile up in a heap at the bottom; for when it is in operation, the clutch disengages as soon as the car overruns the engine, and that is a debatable advantage.

The Humphrey-Sandberg has been developed from a scheme of constantly-meshing gears, and five separate clutches, invented, originally, with the idea of making gear-changing easy and noiseless.

That, according to reports, has now been achieved in a simpler manner, and on a car fitted with this device, it is possible to change from top to bottom, or vice-versa, without a sound, and the clutch does not re-engage until the revolutions of the engine approximate to the speed of the car.

This clutch is contained in a quite small casing, fitted between gearbox and torque tube, and by a small lever fitted beside the gear-shift, the clutch can be locked. This must be done when reversing, and the same action would allow the engine to act as a brake on a steep hill, while the car could be allowed to freewheel on a gentle decline, where coasting is ordinarily safe.

GADGETEER.

World's Champion?

43 INSTRUMENTS ROUND HIM.

Nominated as the champion possessor of gadgets hung on to his car is Mr. Douglas Seaton, an English motor man, who has managed to squeeze into the driving compartment of his car 43 different instruments, gauges, and accessories.

Here they are:—Two windscreen wipers, flower vase, dash light, horn ring on steering, signalling switch, head light switch, radiator control shutter, ash tray, aneroid, gradient and performance meter, inspection lamp plug, radiator thermometer, revolution counter, oil gauge, another dash light switch, Bosch switchboard, clock, fan control, thermo radiator thermometer, Winex pump, vacuum tank suction control, slow-running control, visible filter, another oil gauge, exhaust cut-out control, inspection lamp, gear lever, hand brake, headlight control, foot switch for horn, clutch, footbrake, accelerator, thermometer, carburettor control, switches for two-note horn. Despite this, there is still room for a driver and a passenger in the car.

SPEED AT BRISBANE.

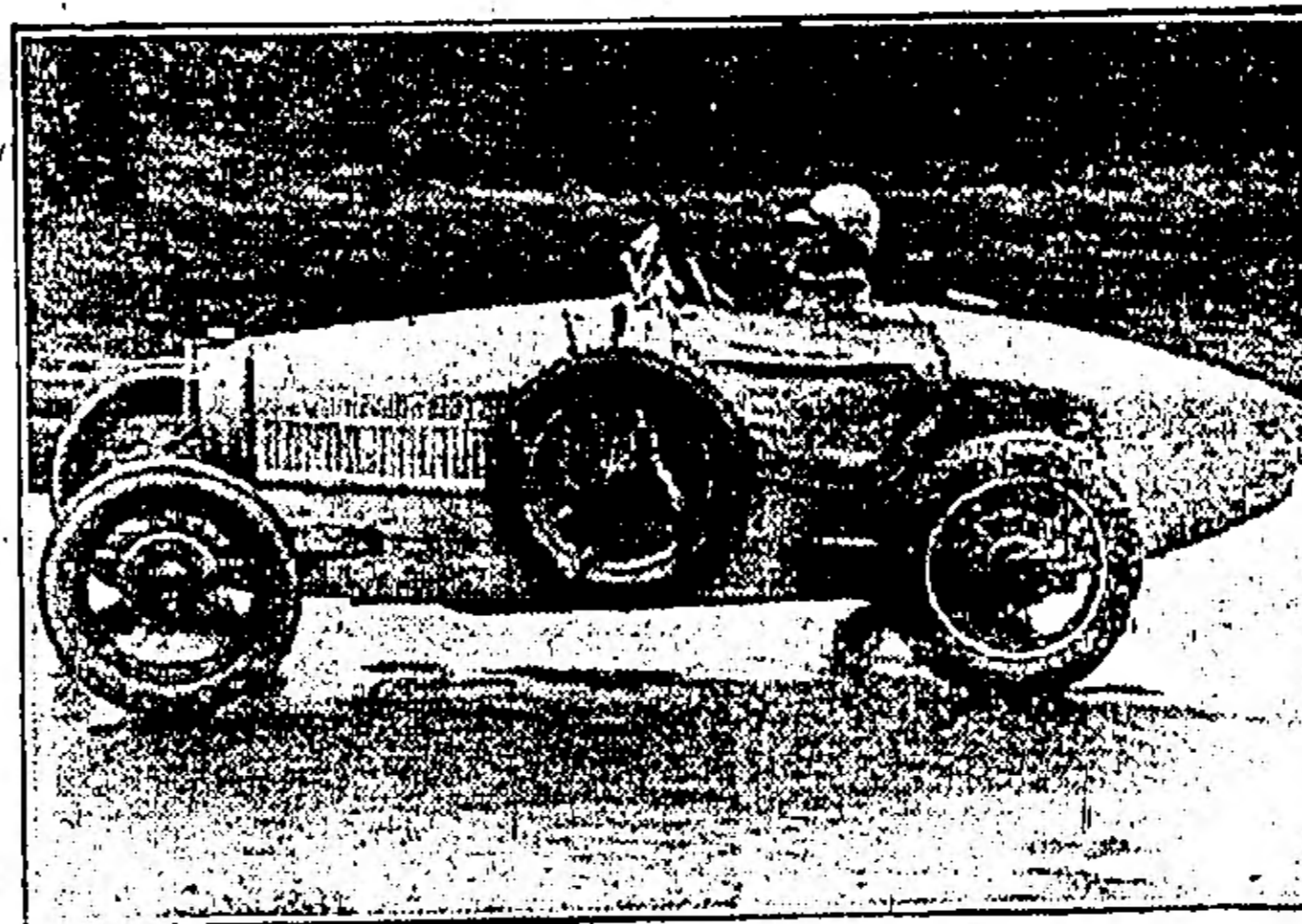
Douglas Riders Win.

Over ten thousand spectators were thrilled by fast riding at Brisbane Speedway recently, when Paddy Dean (Douglas), won the main event of the evening and annexed the Silver Sash.

Starting from scratch, Vic. Huxley (also on a Douglas) won the handicap event and again established a new track record. At the finish the enthusiastic crowd gave the riders a tremendous ovation.

This performance means that Douglas riders have scooped the pool in three consecutive meetings and now hold the gold helmet and silver gauntlet, the Royal pennant, the silver sash, and the track record since the opening of the Speedway.

THE INTERNATIONAL GRAND PRIX.



The International Grand Prix for light motor-cars was won by Captain Malcolm Campbell at the Boulogne meeting with a four-cylinder Bugatti. A photograph taken during the race meeting.

FASTER TRAFFIC.

Stops City Congestion.

FOUR-WHEEL BRAKES HELP.

"Will four-wheel brakes on all motor cars solve the present traffic problem which is confronting nearly every large city?" The question was propounded by an American motor authority, and the answer given was based upon a study of the movement of motor car traffic in New York.

Four locations were selected, and observations covered several hours a day at the peak of traffic.

In his comments the observer says: "Not including the taxicab-drivers, but basing observations on cars driven either by chauffeurs or owners, it was relatively easy to see that cars which were equipped with four-wheel brakes were generally the first away as the 'go' signal was flashed, and were the ones which seemed to travel the greatest distance between flashes of the signal lights. Observations were made after a thorough study of the makes and models of cars which are equipped with brakes on four wheels, so that guesswork was eliminated.

"The apparent reasons for the greater speed of these cars between signals lay in the sense of braking safety afforded the driver. Questions asked at random from a sufficiently large number of drivers revealed the answer that they usually drove at a speed inside the safe stopping limit of their cars." In other words, a man would drive at 30 miles an hour between traffic signals if he felt sure that, at this speed, he could stop his car within the distance separating him from the car ahead.

"He would turn out to pass slower cars, if he felt that, in case of emergency, he could safely stop within the usual distance between cars as he threaded his way through traffic.

"Eliminating the personal equation of relatively slow and relatively fast drivers, and basing deductions on an average, it appeared that the average driver would make better time if he were using a car with four-wheel brakes than he would in a car with two-wheel brakes better time if he were using a car with four-wheel brakes.

"The general traffic problem at the present time seems to be the moving of a larger number of cars between 'stop' signals, without a 'y' of the 'backing-up' of traffic, which leaves the cross-streets or the main arteries clogged up to the point where confusion is likely to exist. The only way to accomplish this seems to be a general speeding-up of traffic. The number of cars in use is increasing at a rapid rate. But there is no increase in the number of hours in a day.

"Agitation is becoming steadily more prevalent regarding two lanes of traffic in each direction on main travelled highways and in all the larger cities, and the regulations

TO BE EXPECTED.

A motorist and his wife on a tour were compelled to stay for a night in a small and uncomfortably wayside inn. They had partaken of a very bad meal before retiring, the service was worse than the food and the beds were unspeakably hard.

"In the middle of the night wife was awakened with a feeling that all was not right. On locating the trouble she aroused her husband and said agitatedly: 'George, the gas is escaping!'

"Well," groaned the husband, "can you blame it?"

UNHARMED!



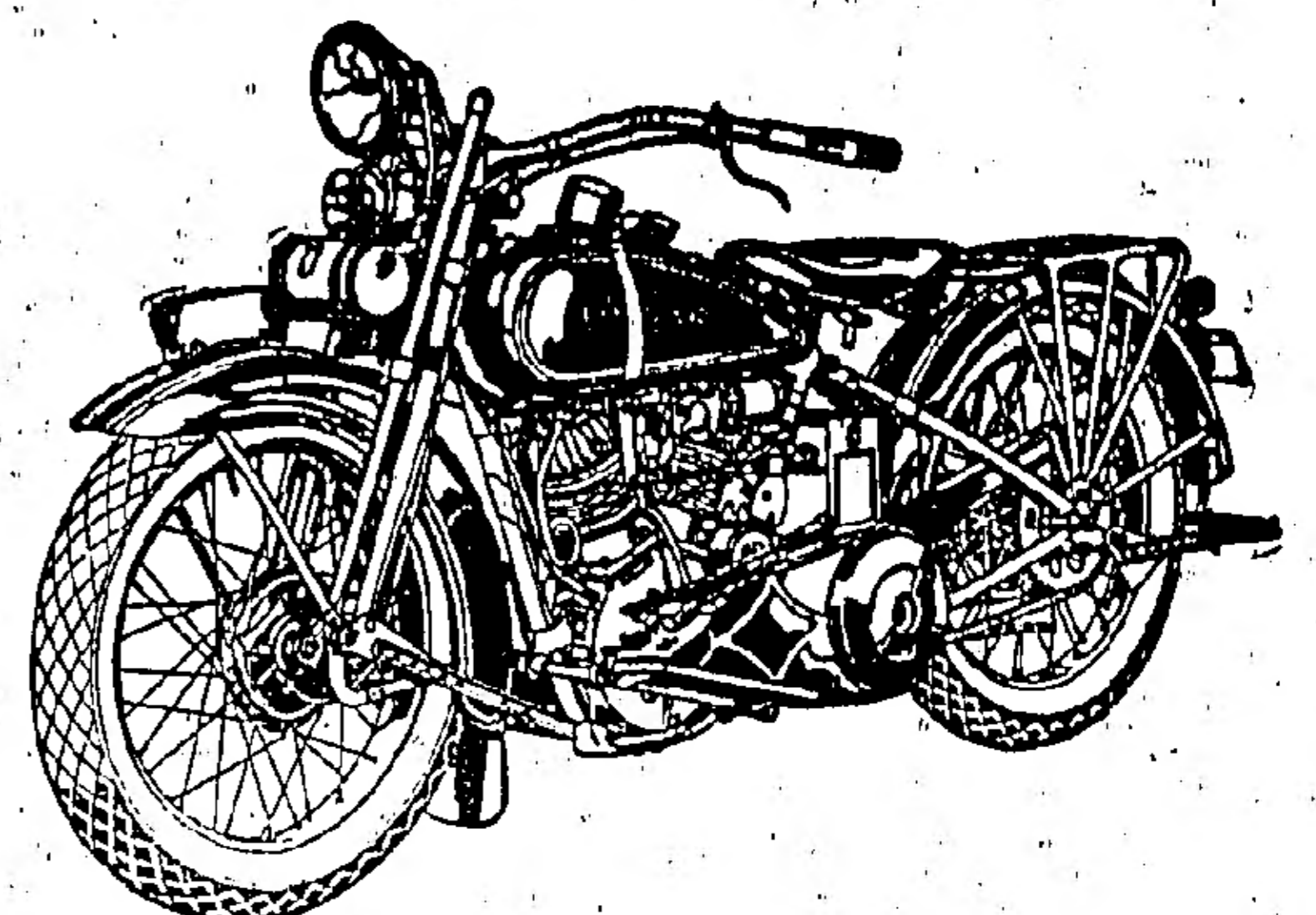
For 15 hours this car lay underneath the Atlantic City truck in water above the hood, yet when it was pulled out it was driven off to the repair shops under its own power.

proposed would put fast-moving vehicles in one line, with slower-moving vehicles in another line. In city driving, at least, it would seem that the lines should be divided between cars with four-wheel brakes and cars without.

"Observations did not show any variations of rapidly because of a car's size. Light cars with four-wheel brakes moved along with other cars with the same equipment. Similar cars with two-wheel brakes kept about the pace of heavier cars with this type of equipment.

"In heavy traffic the car with two-wheel brakes appeared at additional disadvantage when driven behind a four-wheel brake car, the driver being compelled to maintain an unusually wide gap between himself and the car ahead, to prevent collision when the car ahead stopped quickly."

1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE

—CONTROLLED MECHANICAL
OILER AND AIR-CLEANER

are prominent advancements.

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Take Bus Route No. 7. (Passes Door).

When You Say—

"Give Me A Cheap Oil"

You Declare—

"Never Mind The Cost!"

What does oil cost? "or ? a gallon" you say.

You are only partly right. That is what oil costs in a gallon can. But not when it gets to your engine.

At least 50 cents of every dollar spent on engine repairs last year must be added to oil bills. That's why "Give me a cheap oil" is such a costly habit.

Carbon deposit is often increased by poor oil. Valves are pitted, too. Bearings loosen before they should. And wear on piston rings speeds up.

These costs are sure to run higher when you say, "Give me a cheap oil." They are sure to run lower when you say, "Give me Mobiloil."

Mobiloil is not a gasoline by-product.

Mobiloil is a specialized LUBRICATING oil. Made by the most successful specialists in lubricating. Made only from lubricating crudes. And the Mobiloil Chart is approved by 182 manufacturers of automobiles and motor trucks.

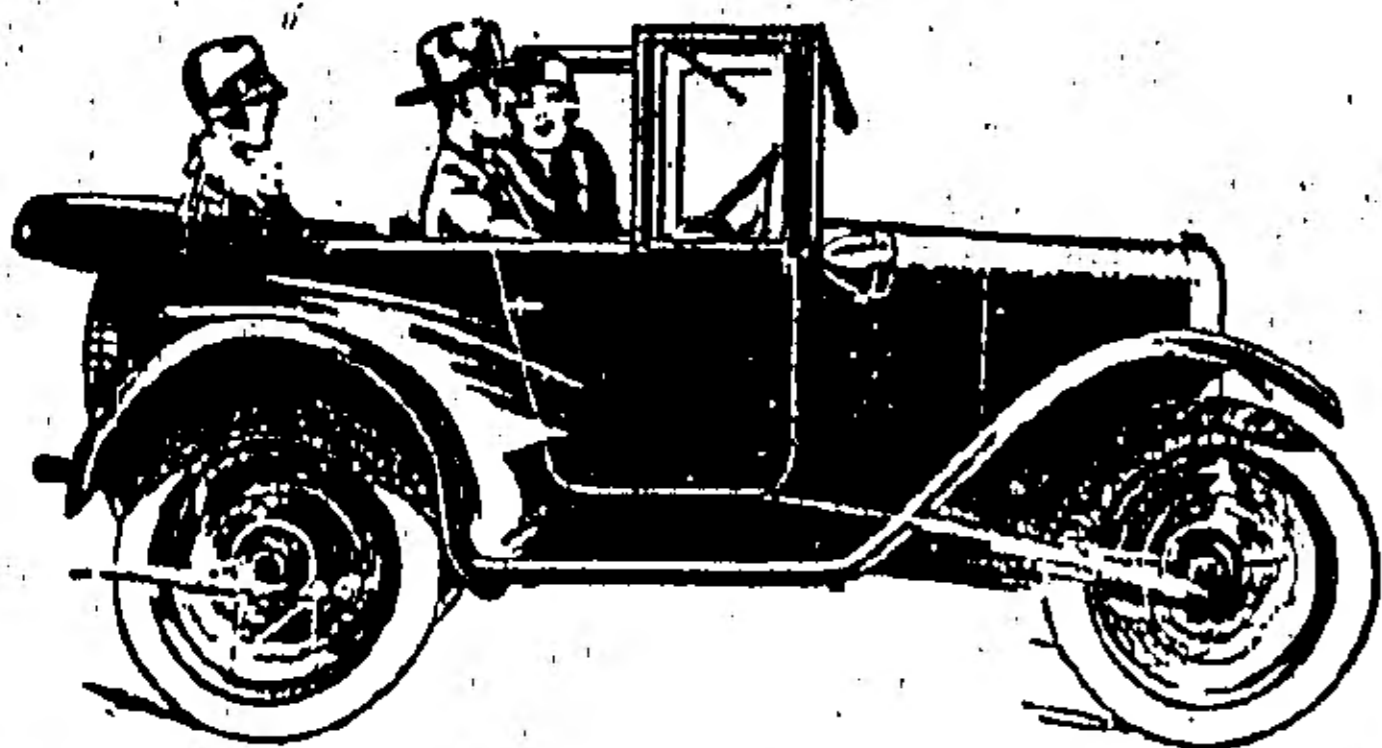


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for Economical Transportation



IS COMING!

MOTOR NEWS FROM GREAT BRITAIN.

Forthcoming Events—Women Drivers.

LUXURY MOTOR COACHING.

(By R. A. C.)

Foreign Trade in British Goods.

The writer has recently been making extensive enquiries among British manufacturers in the motor and motor cycle industries with a view to ascertaining the trend of foreign, as well as Overseas British trade. The information collected is highly encouraging. Many firms find that European markets are opening up in the most satisfactory way. This fact is no doubt due largely to successes of British vehicles on the spot. The latest Morris success in this direction consisted of obtaining the first prize at a recent Concours at Scheveningen, Holland, which went to a standard 14/23 h.p. Morris-Oxford open touring car and marked a big achievement for British automobile coachbuilding.

It would seem that the United States is awakening to the great merits of the British steam wagon, particularly on the grounds of its utility in connexion with the mining industry. Investigators are surprised at its compactness and handiness, and in particular appear to be interested in the Super-Sentinel model. It would certainly be an additional achievement for the Sentinel if it could establish itself as strongly in the States as it has already done in many European countries.

Turning to marine motoring, the Swedish Cruising Club awarded the first prize in their 1927 designing competition to a British designer, who incorporated in his design a British engine, namely the Ailsa Craig 20/24 h.p. 4-cylinder unit this being employed as an auxiliary on the cruising yacht Venturer.

The well known electrical firm, C.A. Vandervell, reports substantial orders from several countries, naming in particular Norway, which country appears to be very favourably impressed with the new C. A. V. "all moulded" battery.

The makers of the New Hudson motor cycles and cycles state that the foreign demand is beating all records, the orders from the Continent of Europe being exceptionally heavy, as also are those from the Near East and from the British Empire as a whole.

The makers of the Arrol Johnston and now also of the Aster, as well as the Galloway, report considerable headway in Overseas markets hitherto dominated by foreign manufacturers; and attribute the improvement largely to the provision of the overhead valve and Aster patent sleeve-valve engines which they now employ.

For Visiting Overseas Traders.

In order further to stimulate Overseas trade in all directions, the British Motor Industry has established Club rooms in London for visiting Overseas motor traders. The Club address, which can be used by all such traders during their visit, is 2, Northumberland Avenue, London W.C. 2. All visiting traders may become honorary members of the Club, and free service of many kinds is rendered them. The assistance

of experienced shorthand typists is at their disposal without charge, as also is the telephone for trunk as well as local calls; while the Club managers will assist in planning tours and giving any introductions that are required to facilitate business. Visitors of British nationality will also be put up, at no expense to themselves, for fellowship of the Royal Colonial Institute, with the premises of which the Club rooms are in direct communication. The Institute offers all the advantages of a good West End club at very moderate prices. It is hoped that Overseas traders will take full advantage of the provision made in their interests, and justify its continuance and expansion.

Forthcoming Events.

This autumn will be a very busy one for the British Industry. The car Show opens at Olympia on October 18th and will draw the usual crowds until October 22nd. The Cycle and Motor Cycle Exhibition, fills Olympia from October 31st to November 5th, and the Commercial Motor Transport Exhibition will occupy the building from November 17th to 26th. Just prior to the last named event, the World Motor Transport Congress will be held in London under the presidency of H.R.H. The Prince of Wales.

Fixing Car Prices.

Many British motor manufacturers are, for this Show period and for the forthcoming season, adopting a policy which is very welcome to motorists, that is to say, they are definitely fixing the prices of their models and guaranteeing not to alter those prices during the 1927-8 season. Among the first firms to announce this policy is Wolseley Motors. The Wolseley 2-litre Six introduced last year is meeting with an ever-growing demand, and present prices will definitely remain unchanged over the 1928 season.

"Battery Troubles Solved."

Accumulators are so much of a mystery and, on occasion, so much of a nuisance to motorists as fully to justify reference to a publication under the title of "Battery Troubles Solved," which any motorist may obtain free of charge by application to 3 St. Bride's House, Salisbury Square, London. The book contains over a hundred pages of useful matter and deals not only with the history of accumulators and their proper care but also with the underlying principles of their design from the earliest batteries, designed by Faure and Plante, up to the latest developments incorporated in the British Tungstone battery, in which the use of inactive material, anti-monry, is practically eliminated. The pure lead grids are pasted by patented machinery in such a way that the grid and the paste forms one homogeneous whole in which permanent sulphation is impossible. An extraordinarily high efficiency is obtained, and the battery is so constructed that it can be readily taken to pieces by an amateur and any plate replaced singly. Plates are sent out partially charged, and can be kept dry in that condition for any length of time, which should make the battery ideal for the use of motorists situated in districts where expert assistance is not immediately available.

Women Drivers.

Somewhat impolite criticisms are not infrequently made on the capacity of the average woman driver. No one, I suppose, will suggest that there are no exceptions to what he might believe to be the rule. For instance there must be very few male drivers who would be prepared to emulate the performance of the Hon. Mrs. Victor Bruce who, after a nine-thousand mile lightning tour in Europe and Africa, promptly set off in her six-cylinder A.C. fabric saloon with the object of travelling across the Arctic circle and going as far north as is possible in a motor vehicle.

As regards drivers who are contented with ordinary travelling conditions, a fairly good test of efficiency and probably of safety is to be found in the mileage secured by tyres. This is certainly detrimentally affected when the car is in the hands of a rash driver who corners at unduly high speeds and is constantly making violent use of the brakes. I have before me a record of an English

MORE WHEELS.

Registrations in Britain.

There are now about five times as many motor vehicles in Great Britain as there were before the war.

In 1914 registrations of private cars totalled 132,015, and hackney vehicles 51,167.

Latest available figures show the present number and the increase over 1926:—

	1926	1927
Private cars	488,188	572,444
Commercial vehicles	232,482	258,636
Hackney vehicles	77,424	73,560
Tractors	2,568	2,959

girl driver which many male motorists would be glad to equal. She has been driving her 14/30 h.p. Armstrong-Siddeley about ten thousand miles per annum for the last two years, and the mileages of her tyres have been respectively 17,200, 19,000, 19,987 and nearly 21,000. The figures, of course, speak well for the car itself, but could not have been obtained on any such car by a driver who is not thoroughly efficient and considerate.

Luxury Motor Coaching.

The luxurious conditions under which motor coaching can now be conducted are well illustrated by a variety of vehicles which I have recently had an opportunity of inspecting. Thus, at the Royal Agricultural Society's Show, Messrs. Dennis Bros. showed a new type of bus remarkably equipped and finished. The seats have pneumatic upholstery, covered with chrome leather, and the back rest of each, houses a neat little polished table, rigid yet positioned by a touch of the finger.

There is a separate electric fitting over each seat, all of which face forward except those at the rear, the occupants of which share a large electric bell communicating with the driver; there is an ample supply of match strikers and ash trays, and the equipment even includes an automatic cigarette machine.

The Associated Daimler Co. have recently supplied some very luxurious vehicles for the Bristol-London route operated by Greyhound Motors. Eighteen seats and the rear portion, which is a smoking saloon, having eight seats. Between the two is the central section, on one side of which is a lavatory and on the other side a small buffet. Each passenger has available on the back of the next seat an oval mirror, a pocket containing newspapers and the like and, when required, a small folding table convenient for accommodating a lunch tray. By his side is a bell push for summoning the steward and a switch for controlling the light over his seat. The floor is covered with pile carpet laid on felt, and the engine exhaust can be utilised when required to provide warmth for the interior.

Those who have complained that British motor coaches are not capable of sufficient speed would do well to examine the Star "Flier." This vehicle has a 60 h.p. six-cylinder engine, beautifully balanced, with the result that vibration and noise are completely absent in fact the driver can safely take his hands off the wheel at fifty miles an hour. The home price of the chassis is remarkably low, being rather less than £600. The loading line is also low, though the clearance is very ample. With its capacity to handle a 3-ton load at speed and to travel almost anywhere on top gear, the vehicle is peculiarly adapted for use in countries of big resistances and poor road surfaces.

I observe that Motor Transport expects great things of the rigid six-wheeler in the sphere of motor coaching, pointing out the advantages of increased comfort, less liability to skid, and greater safety also by reason of the additional number of brakes available.

The makers of the Karrier, which pioneered the six-wheeler principle in Great Britain, are supplying a large number of vehicles for service in Scotland over very hilly and sometimes very rough routes. The first of the type to be put into service in that country is a forty-seater running regularly on the twenty-mile route from Perth to Blairgowrie, and having a six-cylinder engine of 61/80 h.p. Orders for Karrier six-wheelers have also been placed by the Edinburgh Corporation Tramways and other important concerns in Wishaw, Glasgow and elsewhere.

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the mountains
down to
the motorist**



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YOU CAR it is to your
advantage TO SEE US
FIRST.

BUICK FOR 1928.

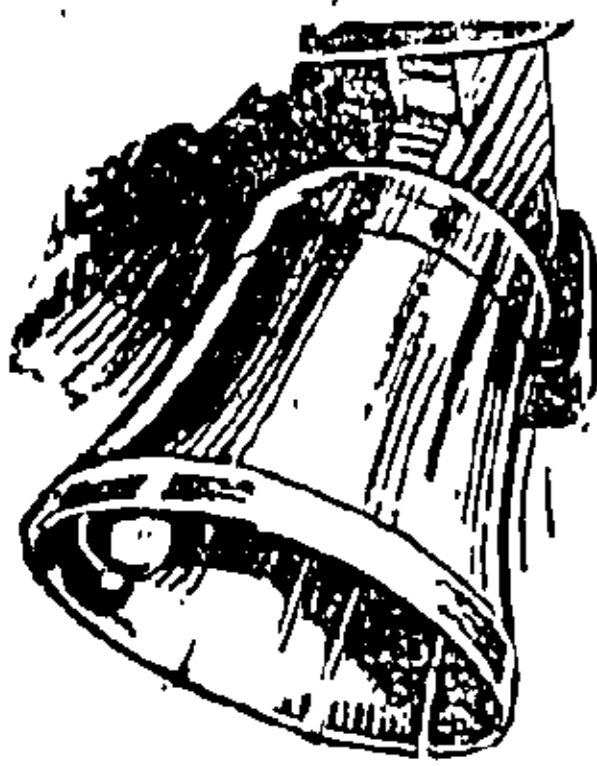
Eighteen New Body Styles.

FASTER GET-AWAY.

The Dragon Motor Car Company announces that Buick Models for 1928 are now on display at their show rooms at 33, Wong Nei Chung Road, Happy Valley.

The 1928 showing of new Buick models is more than a mere exhibition of new automobiles, since it very definitely inaugurates new practices in automotive design and

Sound As A



IS THE ALEX. ROSS SYSTEM OF SELLING MOTOR CYCLES.

It will pay you to buy now.

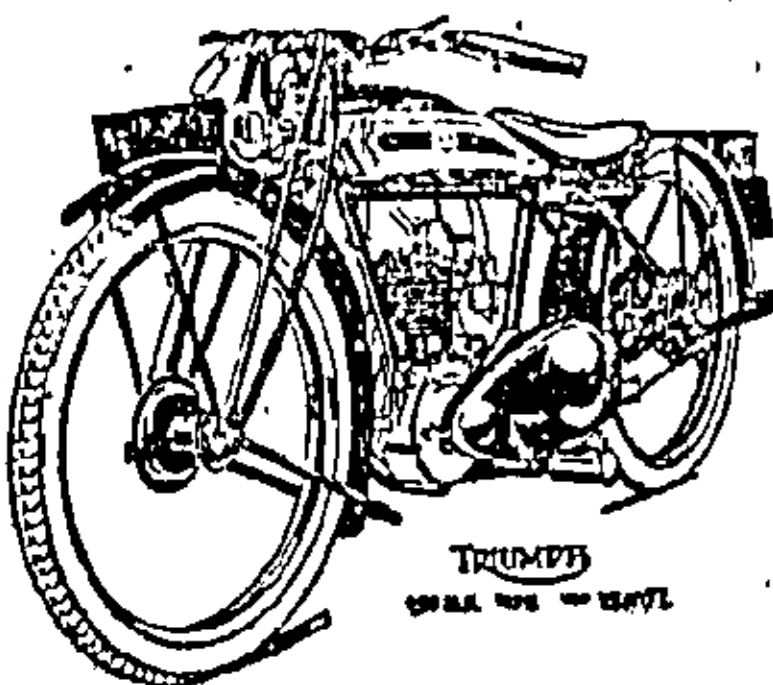
FRANCIS BARNETT

Model 4	£36.10.0.
Model 5	39.0.0.
Model 9	45.0.0.

A.J.S.

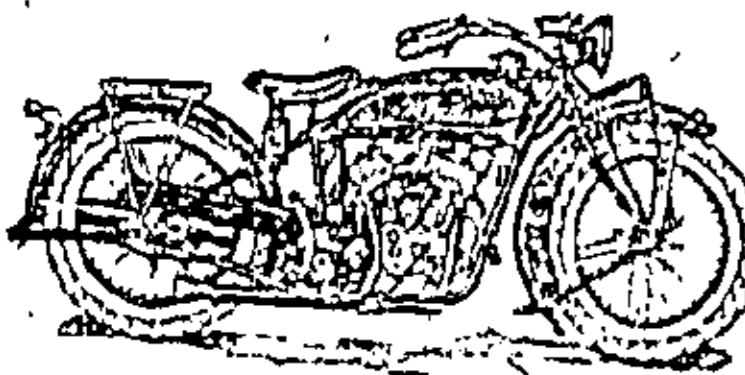
Model H1	£116.10.0.
Model H3	65.0.0.
Model H5	61.10.0.
Model H6	68.0.0.
Model H8	73.0.0.

TRIUMPH



N. De Luxe	60.0.0.
T.T.	83.0.0.
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INDIAN



Indian Prince	G.3265
Indian Scout	330
Indian Chief	350
Indian Big Chief	390

DOUGLAS

Douglas EW.	£59.0.0.
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CLEANING HINTS.

Cleaning Out Dust.

RENEWING OIL.

(By Israel Klein.)

On the return from a long trip the car, like the rest of us, needs a general cleaning and overhauling.

The road is none too kind to any automobile, especially after several days of constant touring without a minute's attention. The body squeaks, the chassis frame is loose, the engine is noisy and the car itself full of dust and grime.

It is therefore good practice not only to have the body cleaned, but to check over all running parts, to tighten up all body and chassis bolts, and see that all joints are well greased.

Dust gets into the cracks and openings of the automobile, and accumulates to a startling degree on any sort of journey. The dry dirt roads we meet on almost any trip throw up great quantities of this dust that creeps into the crankcase, into the transmission housing and into the carburetor.

This dust must be cleaned out. The oil in the crankcase should be changed and before new oil is put in a quart of this fresh oil should be used to flush it out.

New heavy oil or grease should be put into the transmission and rear housing, especially if the car has been run a few thousand miles without a change.

To be sure of a thorough cleaning, the engine also should be washed with gasoline or under steam pressure.

Sometimes mud, thrown back from bumping through wet roads, clogs up the air vents of the radiator, reducing its cooling efficiency. The radiator, therefore, should be washed thoroughly after a long drive. In doing so, it is advisable to cover the front of the engine, especially the electrical system, with an oilcloth or rubber coat, to prevent water spraying over it and rendering it ineffective.

If the car has gone over long mountain roads, the brakes need careful adjustment, and perhaps re-lining.

Another mountain climbing after-effect is the softening of the hose couplings in the water cooling system, from overheating of the engine. These should be checked up and, if they are cracked or show considerable wear, should be replaced with new couplings.

Overheating also takes large chunks of rubber from these couplings and mixes them into the cooling system. These chunks might clog up the radiator. The whole system therefore should be drained and flushed several times, before fresh water is put in.

After the cleaning, the chassis joints should be greased thoroughly, and the springs should not be overlooked.

The body, too, needs tightening to keep the car in good running condition for the rest of the year.

THE MOTORING WORLD.

Notes and Comments on Current Topics.

MECHANICAL IMPROVEMENTS.

A very interesting mechanical advance is to be found in the design of a comparatively new British car, the Brocklebank, which is the only British model fitted with an oil rectifier. Oil rectification is a very important factor in determining engine life, owing to the wear caused by particles of foreign matter which, for the most part, enter through the carburettor.

In the Brocklebank, the oil rectification process and preheating of the charge to improve fuel economy are combined in a single device. A jacket is fitted round the induction pipe and the pump forces the oil through the jacket, whence it is returned to the pump, a very efficient filter being incorporated in the circuit.

An important development forecast at the Autocar is in the direction of the use of Diesel engines on cars. This type of engine does without a separate ignition apparatus and works on low grade oil fuel, and appears to be reaching a stage which proves that it has de-

finitely passed the stationary and marine engine stage and is moving rapidly in the direction of becoming available to motor engineers.

In respect of motor cycle engines, useful work is being carried on with a view to securing improved silence in running. A competition organised by the Triumph Cycle Company of Coventry in conjunction with "The Motor Cycle" attracted no fewer than 173 devices. These have been carefully examined by the judges and the 12 best have been selected for final tests, which are now in progress.

Running Costs Records.

The business of delivering parcels by motor van has during the past few years made tremendous strides. In this class of work, the question of running costs is extremely important, for the whole basis of profit is simply the difference between the charge for delivering the parcels and the all-in cost of running a fleet of vehicles.

Where every vehicle in a large fleet is covering fifteen to twenty thousand miles per annum, a difference of even a farthing per mile in running costs may easily make thousands of pounds difference in the annual profits.

In fact, such a minute saving per mile run may make all the difference between profit and loss at the end of the year. Needless to say, while an accurate check on running costs is essential for any user of motor transport, this is absolutely vital in a case such as this.

Probably the largest parcel delivery company in Britain is that well known firm, Messrs. Carter, Paterson and Co., of London, who have now many hundreds of vehicles in active service.

The size of their fleet is constantly increasing to cope with the demand for their services. Naturally a concern such as this has a vast experience of different commercial vehicles, and it is interesting to note that they recently placed an order with the Albion Motor Car Co., of Glasgow, for thirteen 30 cwt. chassis.

We should say that Messrs. Carter, Paterson must now be running well on for 200 of this popular machine, which is a pretty good indication of their economical running.

Know the Width of Your Car.

We have been observing very closely during recent journeys the driving of those motorists who may be judged by many of their actions to be in the novice category, remarks *The Motor*.

One of their chief failings, we are convinced, is a total inability to gauge the width of their vehicles. Over and over again it will be found that drivers of this type are in a state of nerves lest they should drive too near to the kerb.

Their judgment in this respect when they are passing vehicles coming towards them is invariably at fault, and what to the driver of another vehicle appears to be stubborn reluctance to give way and allow safe passing room is more

often failure to realise that they have much more space on their near side than they imagine they have.

Their eye is on the off-side wing which is nearest to them, and their car appears to be much closer to the side of the road than it really is.

Women drivers err signally in this direction, and confirmation of the fact can be had if one notes how far away from the kerb a novice will be when drawing in to stop anywhere. It would add to the amenities of driving and make for greater safety if beginners would study this matter.

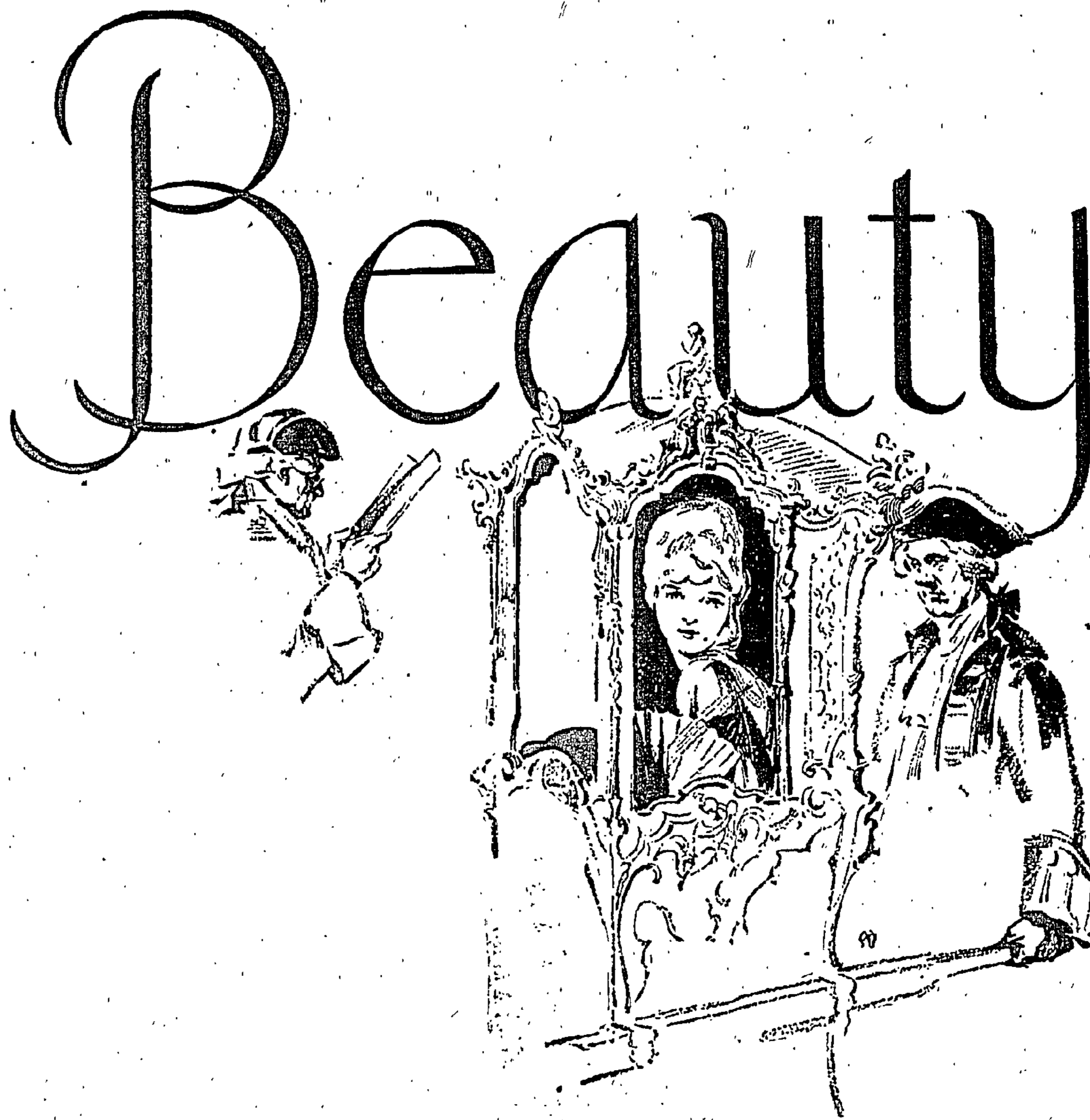
Tyre Wear and Woman Driver.

Many unkind things have been said about the carelessness of the woman driver, but while she may be careless on the roads she probably takes more care of her car than the average man does.

The result is a decrease in running expenses, and the maintenance of the car's tune and tone over very long periods.

An example of this is shown by an English girl owner who averaged over 10,000 miles per annum on a Fourteen-Thirty h.p. Armstrong Siddeley for the last two years, and whose tyres have covered 17,200 miles, 19,000 miles, 19,987 and nearly 21,000 miles in the period.

While these figures speak well for the general tyre economy of the car, they also indicate the splendid results that can be obtained by a little care on the part of the owner to maintain her tyres at their correct pressure.



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For the 24th year Buick has again fulfilled this promise:
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SENTIMENTS OF A SEDATE SEDAN.

Beneath the lowest fringe of my contempt

Is anything less dignified than I:
A coach, perhaps, or coupe, I exempt.

To others, Pak! I say "Back to your sty."

In rigid, strict austerity I ride;

Each road is smoothed and flattened 'neath my tyres;

Displaying, with a pardonable pride,

My passengers to envy-eaten prayers.

All stonily, my haughty plate glass eyes

Stare fixedly at those who block my path;

And brave is he my right of way

denies

Beneath my angry horn's impulsive wrath.

Protected from the blustering winter rain,

Enjoying all the gentle summer breeze,

Securely safe, relaxed from any strain.

My driver loafs in attitude of ease.

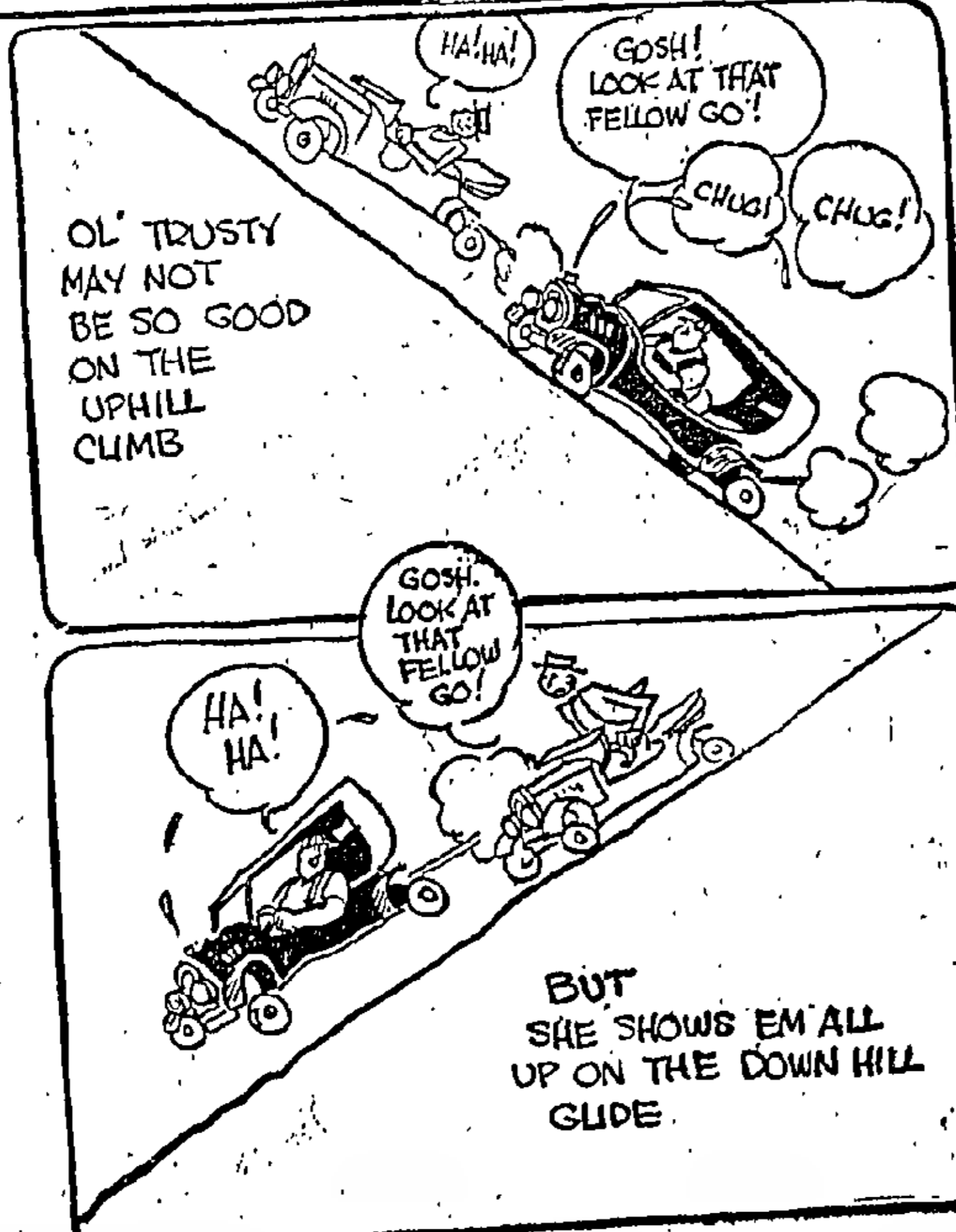
My whispering motor's too well-bred to roar;

My silken gear's too happy, for, to moan;

Well versed am I in comfort's modern lore;

I give that almost priceless asset: "Tone."

P. LAYTE GLASS.



B.S.A. Motor Cycles

Won a Team Prize Again

IN

THE INTERNATIONAL 6 DAYS' TRIAL

Aug. 15 to 20, 1927.—Lake District, England

Gold Medals

Awarded to the team of three riders using B.S.A. 4.93 h.p. O.H.V. models, all having completed the course without losing a single mark. Another B.S.A. rider of the Dutch team, mounted on a 4.93 h.p. Sporting side valve machine was also awarded a Gold Medal.

Gold Medals

Also awarded to a rider of B.S.A. 3.49 h.p. O.H.V. motor cycle combination—the smallest powered—award—as well as to a rider of 9.86 motor cycle combination.

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The latest and most effective fire extinguisher for

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THE CONQUEST OF THE AIR.

Water or Air Cooling for the Future?

Long distance flights seem to be becoming a habit, and they indicate that the days when ordinary mortals will turn to the aeroplane as a means of getting from place to place, are nearer than the average prophet was inclined to imagine. But recent long distance achievements or attempts have thrown the limelight on an old aviation question that has been previously referred to in these notes: Is the air or water cooled engine to be the engine of the future?

It is by no means easy to present a collection of data tending to prove either one or the other thesis, for at present, while the water cooled engine has by far the greater number of really star performances to its credit, the air cooled engine has within the last year or so put up performances that indicate that before long it will balance the water cooled list of triumphs. Nor can anything very useful be deducted from the use of either type of engine by various aircraft enterprises, whether these enterprises be Government fighting forces or big commercial air lines.

Governments at present, it is also true, favour the water cooled engine and some of these engines have put up reliability records that no air cooled power unit at present promises to surpass or even equal.

Private flying, by which may be understood the few machines that are privately owned and those maintained by flying clubs, is mostly by air cooled engines, but generally this is explained by the simple factor of cheapness. Air cooled engines are available in smaller sizes than water cooled, their fuel consumption is generally a little lower, and, if their reliability record may not be quite so good, their actual maintenance costs in the matter of repairs, and renewals when necessary, are likely to be lower than those of the approximately equivalent water cooled unit.

But what does emerge from recent events and throws considerable light on the controversy, is

A Fine Range of Engines.

One of the most interesting British productions in air cooled aeroplane engines at present is the range of the Armstrong Siddeley concern at Coventry, and this range was very well represented at an international aero show recently held at Copenhagen. The Armstrong Siddeley Jaguar is one of the best known aero engines in present production, and the achievements of Sir Alan Cobham on this power unit are more than sufficient to place its reliability and its reputation beyond question. But it is not generally known that this engine of some 400 h.p., far from being the only model now produced by the firm, is the largest of four different types. Next to the Jaguar comes the Lynx which is, as regards the cylinder arrangements, practically half the Jaguar, the first having fourteen and the second seven cylinder radially mounted round the crank case. The smallest member of the family is the Genet which develops 27/23 h.p., and there is another five-cylinder unit known as the Monogoose of which the h.p. is 120.

Armstrong Siddeleys are, by the way, one of the firms who proclaim the influence exercised by their Aero engine experience in their car designs, and it is significant that Armstrong Siddeley Motors Ltd. also claim to be the largest producers of six-cylinder motor car in Europe, the engines of the cars being designed on lines which his concern followed with their car-time water cooled aero engines. In addition to aero engines and motor cars the company has recently adopted a pioneer line of aircraft construction for all-steel aircraft emanating from the Coventry works, which equipped with engines from under the same roof, is already being standardised by the R.A.F.

A New Water-Cooled Engine.

That the makers of water cooled engines are not standing still and watching the progress of the air-cooled unit without an effort to compete with it is indicated by the fact that Messrs. Rolls Royce Ltd. have recently produced an entirely new water-cooled engine. The Rolls Royce Eagle and Condor are emphatically among the most successful and highly esteemed water cooled engines now in production, and they have to their credit, many outstanding flights ranging from the first crossing of the Atlantic in 1919, and flights from India to England and Australia in the same year, to a flight from Morocco to Spanish West Africa in a fleet of Dornier-Wal flying boats so recently as 1926.

The new engine naturally does not replace the Condor, which is the highest powered engine in present production, but it is known as the Rolls Royce F.10 and, like the Condor, has its twelve cylinders in two blocks of six each, but its bore and stroke of 5 x 5.5 ins. give a rating of 485 h.p. at its normal speed of 2,100 r.p.m., as contrasted with the 600 of the Condor. Aluminium enters very largely into the construction of this new engine for each block of cylinders is formed from a single casting of a special alloy with inserted steel barrels, and the pistons are also aluminium forgings. An interesting feature of the engine is that it is designed for either direct coupling to the propeller or to carry an intermediate gearing to give a reduced propeller speed. Naturally, the valves are overhead and they are operated by a single overhead cam-shaft for each cylinder block. Special care has been taken with the lubrication system, which is to both the main and connexion rod bearings under high pressure, and under low pressure to the overhead valve gear, a practical feature being that in the event of a partial failure of the lubrication system the first bearings to be starved of oil will be those working under low duty which will be capable of running on for some time after the supply of oil has ceased.

Development of Light Aeroplane.

Among small aeroplanes the Moth is, perhaps, the best known, if only because, in addition to being used extensively by private owners and Clubs, it has achieved many creditable long distance flights. Its makers, the De Havilland Company, have recently produced a new machine called the Hound which is, practically, a big brother of the Moth, and is claimed to be the fastest two-

seater in world, in addition to having an astonishing rate of climb. It is engined with a Napier Lion unit, of which the power output is now some 550 h.p. compared with the original 450. The Hounds is being adopted by the R.A.F. as a general purpose two-seater.

During his recent Australian tour H. R. H. The Duke of York, who is a Group Captain in the R.A.F., visited Point Cook Aerodrome and inspected a number of super-marine "Seagull" amphibian machines, each fitted with a single Napier Lion engine. Another interesting example of the capabilities of the light aeroplane is afforded by a European tour recently completed by the English woman pilot, Mrs. Elliot Lynn. In an Avian machine she set out from London and proceeded in a practically straight line via Brussels, Cologne, Leipzig and Breslau to Lodz in Poland, whence, after a rather unpleasant interview with the natives, she had to escape into Czechoslovakia and thence returned to Brussels, and

so home along an approximately parallel road to the outward journey. Owing to bad weather, the flight ended, unfortunately, in a forced landing at Bromley, Kent, although no serious harm was done.

OIL MONOPOLY.

A state monopoly of petroleum and its derivatives in Spain has been decreed. It is designed to reduce, as well as regulate, the price of oil.

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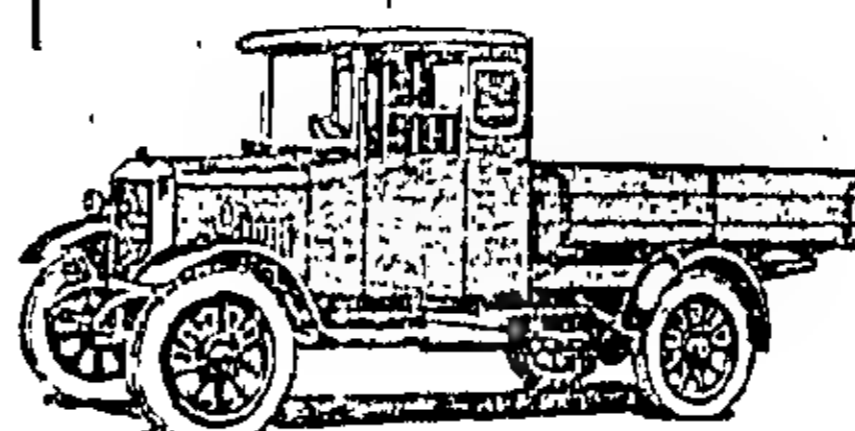
The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

BEAN

Commercial Vehicles will solve your—



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PROBLEMS

Economically and Reliably

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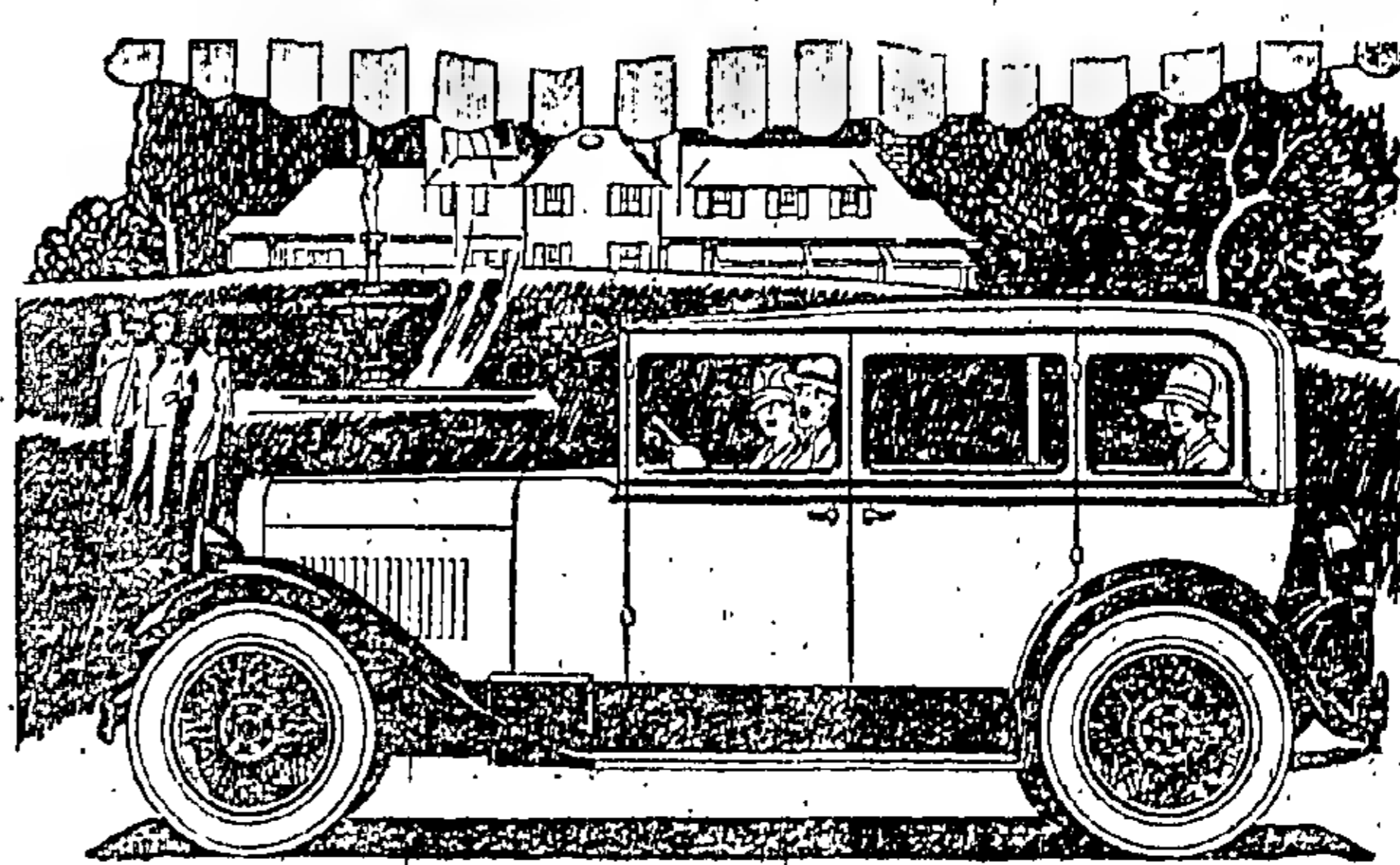
SOCIETY OF ST. VINCENT DE PAUL

Present

THE BIG PRIZE

OF THE

ANNUAL MOTOR CAR DRAW



THE ERSKINE SIX
The Little Autocrat of Motordom
A DE LUXE SEDAN

FOUR SEATER SEDAN DE LUXE WITH ALL LATEST EQUIPMENT.

NOW ON DISPLAY AT

MOTOR SHOWROOMS. - - 25 QUEEN'S RD. CENTRAL.

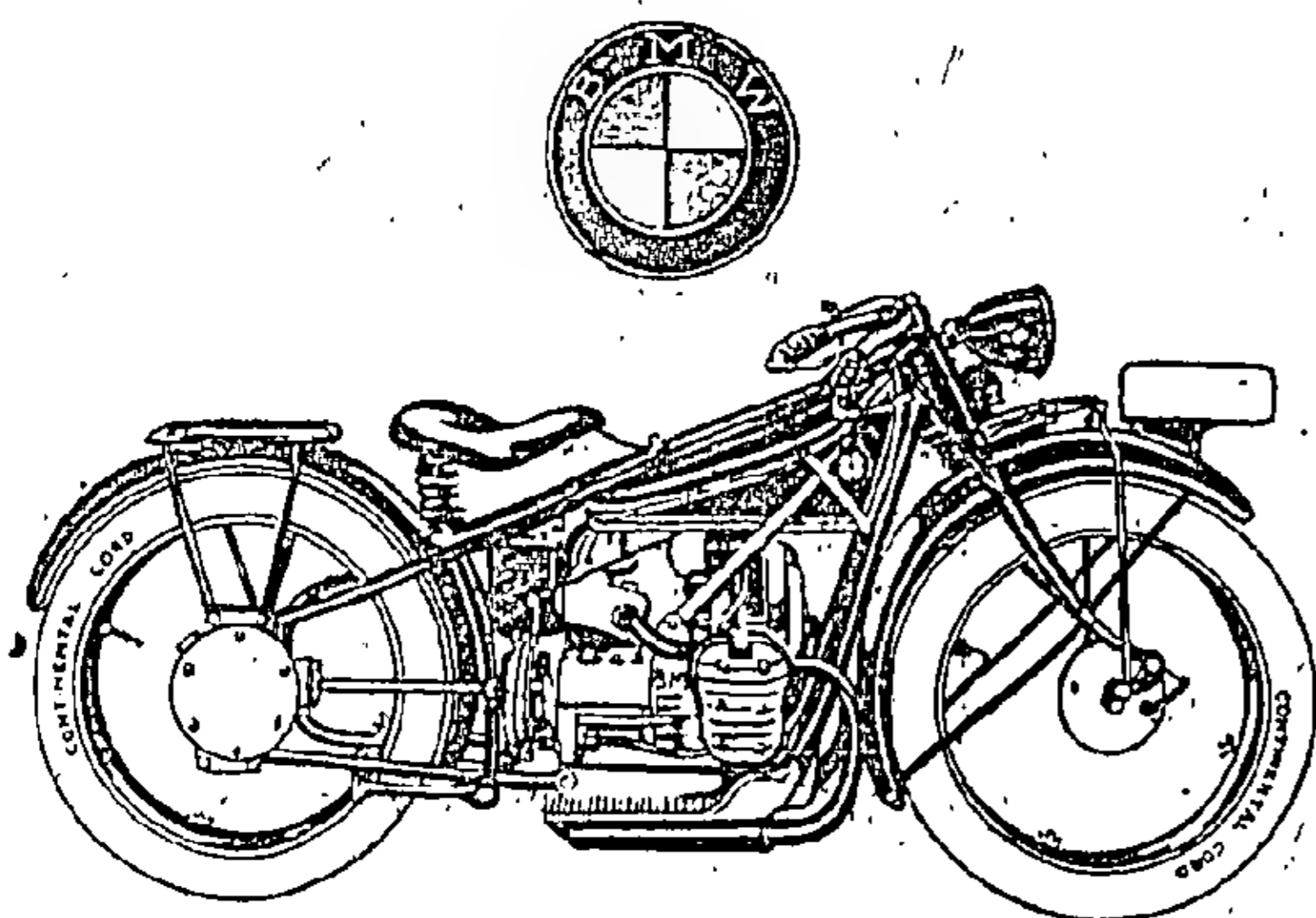
YOUR INSPECTION CORDIALLY INVITED

STUDEBAKER'S

ERSKINE SIX

THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
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AMERICAN SPEEDWAY RACING.

What It Costs to Win Races.

American speedway racing is a blazing, golden comet. Like every proper comet, this one has a central nucleus and a long, blazing tail. The nucleus, of course, is the Indianapolis Motor Speedway with its 500-mile race, its \$100,000 in all sorts of prizes, its vast crowd that mounts to nearly 150,000, when the weather is right. More of this later, but now about the comet's tail. The vast success of the annual 500-mile race and the splendid financial success of this track have inspired other sport promoters to try their luck in various parts of the land in the past 12 years there have arisen at least a dozen other motorcar race tracks. Always they are board tracks, a mile or a little more than a mile in circumference. These tracks have two races a year, as a rule. Last year there were 10 other speedway race meets besides the Indianapolis 500-mile event.

Paradoxically, the Indianapolis track is the only one that has made money in large measure. This is especially interesting because the original promoters of this track, Carl G. Fisher, J. A. Allison and A. C. Newby, were young motor manufacturing millionaires in 1909 who wanted to do something to promote motorcars in general. Racing was then the great advertising medium for motorcars. Therefore they built this track, investing nearly three-quarters of a million dollars in it. They did not expect to make money from it. And they did not for a good many years. Then the great dream turned into a money-maker. This has inspired others to try their fortune at the racing game.

Money was lavishly spent at Indianapolis, not only in setting up the plant but in giving it the last word in good management. During a race nearly 500 soldiers, on special police duty, look after the safety of the crowds. Other smaller armies of firemen, sand and oil men to keep the track in proper condition, scoreboard men for the 20 or more scoreboards in all parts of the grounds, to say nothing of ushers, gatekeepers, and similar helpers by the hundreds are retained to make it a perfect holiday. Without doubt a third less soldiers and police could be employed. Never yet have they all been needed. No panic has ever spoiled the race. They are hired each year to safeguard the vast crowd that attends. The same is true of other groups of hired workers. Many less could be used, but without the full quota there might be danger.

The founders of the race did not hope to make a great deal of money from it. They wanted a great race run properly for the good of the motorcar industry. When the time came to offer a substantial prize they startled the world with the announcement of a \$50,000 prize list for the 1911 race. That woke up the American motorists. It also woke up the American factory racing world. In two years it woke up the European factories to such an extent that from 1913 until 1919 not a single American car won. In 1913 it was a Peugeot, in 1914 a Peugeot, in 1915 a Peugeot, in 1916 a Peugeot, in 1917 a Peugeot, in 1918 a Peugeot, and in 1919 a Peugeot. Then a two-year lapse while America was at war, and in 1921 Wilcox, with another Peugeot, again led the field.

By this time nearly every American motorcar builder had quit racing. It was no longer as good advertising as it had been. The number of Americans demanding motorcars employed every resource of the makers. In 1911 there were less than a million motorcars owned in America. By the end of 1919 there were 7,595,503 motor vehicles registered. There was such a mass of drivers and those who desired cars that the only way to advertise properly was through the magazines and the newspapers. The American factories had quit racing partly for this reason. Also they could not meet the foreign competition on the track. Our public as a whole was not interested in racing as the motorcars they were learning of the motorcars they hoped to buy. Stock car racing was "as dead as a door nail."

But in the heart of the motorcar manufacturing industry was this great Indianapolis track. Michigan, Indiana, Ohio, the three great motorcar producing States, were all within easy reach of it. The hundreds of thousands of workers in the factories, the millions of motorcars owned within 200 miles of this track, offered a special race-loving public what they were seeking for. Think of Indianapolis as the hub of a wheel. Within a radius of 250 miles you can count nearly six million motorcar owners to-day. Every single one of these six millions can motor to Indianapolis in a day. The roads on the main routes are hard-surfaced. More than this, a half-dozen of the country's great railroad systems send their trains through Indianapolis.

Gigantic Attendances.

Given the right sort of a day, some May 30, and you may yet read of 200,000 people viewing this great race festival. During the last two years rain has threatened for days in advance, yet each race had over 135,000 visitors. Give us another stretch of weather such as we have had year after year in the past and this great track will show you another paradox.

Here is the central nucleus heart of the racing comet. Now, what of the board speedways that have been set up because of the Indianapolis success? With one or two notable exceptions the board speedways have not been successful. Some, situated on the Atlantic coast, in the centres of mass populations, but with fewer motorcars per thousand of inhabitants, have not made good. Some, in the South, tried it without success. Several in the great central States, at Chicago, Kansas City, Omaha, "went out" because of lack of financial success. To-day there are four of these board speedways in active existence. One is located at Culver City, California, and it is said its last race is run. One Californian track became so valuable in land that they could not afford to race on it. That was at Beverly Hills. It was successful even before the land turned to fine gold and diamond dust. Clear across the map, 30 miles from Boston, is the Salem, New Hampshire, speedway. It is quite successful. Down at Atlanta City is another track that has a struggle to get the crowds in spite of its nearness to Philadelphia. Its transportation facilities for crowds are wretched. This is a common trouble with the board tracks that have tried to make a success. Cheap land often means lack of proper transport. The land must be cheap, because the board mile and a half track costs several hundred thousand dollars. Even promoters cannot get all the money in the world for their pet gambles. And speedways are gambles, to say the least of it.

The Life of a Board Track.

Another track at Altoona, Pennsylvania, has attracted good crowds. But that track has another trouble. The life of a board track is said to be about five years, and the Altoona track has begun to wear out. Then, last year, there was an active track at Charlotte, South Carolina. These five tracks held a circuit of ten races. They offered prizes to the extent of about \$1,000 in prize-money for every mile of the races they offered. Most of their races were for approximately 200 miles. The average prize-money was \$20,000 for this distance.

Paradox number three. In spite of the fact that the board speedways have not been financial successes as a rule, it is their prizes that have made American speedway racing possible. The speedway racing as practised here is a professional driver's game. Each racing pilot either owns his car or is backed by a promoter who owns the car and operates it to win some of the big prize-money. Last year the ten leading speedway drivers were paid \$33,144 in prizes. But look at what they spent. Those with front-drive cars had invested in each vehicle of this type about \$18,000. The front-drive cars, when new, are worth in the vicinity of \$11,000. Then one has to hire a mechanic. He has thousands of dollars of railroad fare and freight to spend to go about across the map of this vast land to cover this circuit with its ten or 12 meets a year.

Were there but one or two big races a year, no driver could afford to buy cars to compete in the events. Should the board race-tracks go out, and nothing else take their places, racing would die. Just now there seems a drift toward dirt-track racing. In some States they have dirt-track circuits. This, of course, means slow speed. It also means death to a good car, it is said, but one can buy old cars and keep in the game and save the good car for Indianapolis and the boards that manage to exist.

Without a comet tail of lesser speedways of some sort even Indianapolis could not expect to draw good American entries for many years. The board tracks have another side to them. They are so smooth when new that the speed limit is raised to the zenith. Special gears must be used to get the most out of them. When a swift speedway racing car is right it can make records of better than 130 miles per hour on the boards. This extreme high speed has helped to bring comparatively large crowds to the board ovals. There never have been board speedway crowds that will compare with the Indianapolis 135,000 to 145,000 that have seen the race every year recently. None the less the board ovals, when well located as to transportation, can draw good

crowds. This has been demonstrated. Perhaps in time other new ones will be more successful than those of the past and those that are passing. It is understood that several groups of promoters in various parts of the land are even now contemplating new board and other type speedway tracks. Certain it is that unless new ones are developing soon, or old ones revived, American speedway racing will never pass the high limits of popularity and success of the past.

A None Too Promising Future.

So dubious is the future of this type of racing that there are indications that some of the special race car creators are getting ready to withdraw this sort of diversion. It is generally understood that the Duesenberg brothers, Fred S. and August, will not attempt to carry on after this year. They may race again if the cars on hand do not sell to ambitious drivers. Then there have been rumours that Harry Miller, who has built most of the speedway cars of recent years, is becoming so busy with his other motor-making ventures that he will not attempt to advance this end of his business after this year. It is these intentions of withdrawal by the famous racing car makers that led Earl Cooper, the former noted racing car driver to enter the business this year. He built four cars for the Indianapolis race and for later speedway events of the year. It was also understood that he might later attempt to go into the business on a larger scale. It is said he has considerable backing to make this possible, if the cars prove out and the market seems to exist for more of these types. The Cooper cars are very similar to the Miller types. Specifications of the two differ so slightly that on paper they seem not far from identical, except for certain de-

tails. Much the same is true of the "Detroit Special" that Tommy Milton built for the Indianapolis race. It had a very different supercharger which unfortunately "went out" during the race. Both the Cooper and the Detroit Specials are front-drive types built along the lines of the Miller front-drive types that have had the "call" during the last year. They have proved very swift both on the boards and on the Indianapolis brick oval.

What It Costs to Race.

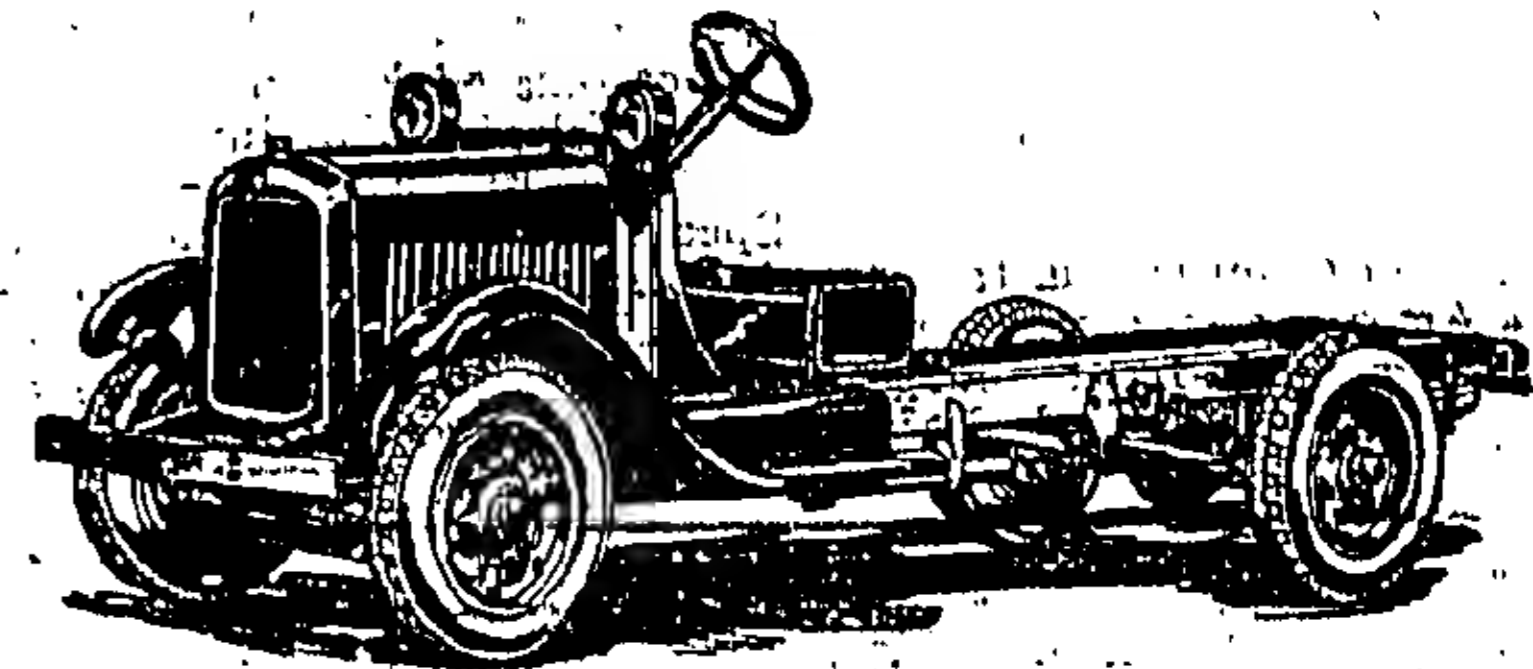
Take the case of a successful driver with a two-car front-drive stable. The cars and parts will cost him not far from \$35,000. Then in a year he will have to pay out salaries for another driver and at least one mechanic that will run the amount up to \$50,000. Transportation will take several thousands more. The cars may last three years, if they are lucky. This means an expense of nearly \$20,000 a year. Obviously even the stars cannot afford to invest that much without a chance to compete continuously in the board speedway events which up to now have gone on throughout the year. The prizes may be big, but it costs tremendously to try for them. There must be races every month or so, or the game is dead.

Engines Capable of 7,800 r.p.m. Thanks to the big racing circuit of the boards plus the Indianapolis race and the money to be won, the entrants can afford to spend money on the cars and develop them. When the present 91½-in. engines were new here, a little more than a year ago, they were said to be speeded up to 6,600 r.p.m. This year some of them had been stepped up to 7,800 due to development of inverted carburetors, higher pressure blowers, etc. Externally the cars have not changed a mite. Even

(Continued On Page 5.)

GENERAL MOTORS (G.M.C.) TRUCKS.

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T-50-2-Ton—H.P. 29-40 R.A.C.

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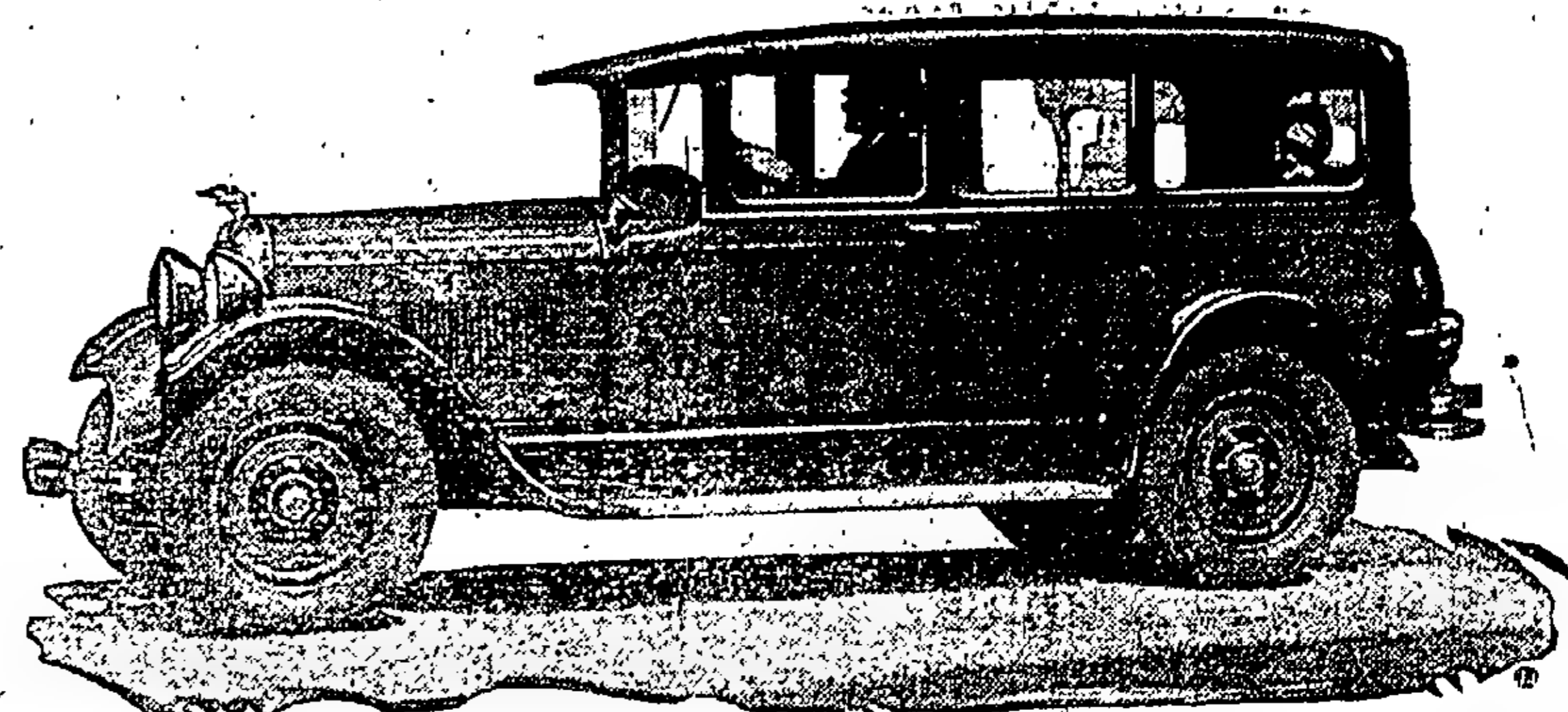
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All Studebaker models have more than \$200 worth of extra equipment, including front and rear bumpers, shock absorbers, engine thermometer and hydrostatic gasoline gauge on the dash; and coincidental lock to ignition and steering. Equipment also includes:

4-wheel brakes; disc wheels; full-size balloon tires; no-draft ventilating windshield (exclusively Studebaker); oil filter; automatic windshield cleaner; rear-vision mirror; rear traffic signal light; cowl lights and two-beam acorn headlights, controlled from steering wheel.

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Sedan (4-dr.) mohair	1735	1675
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Coupe, for 4	1755	1675
Roadster, for 4	1485	1485
Duplex Phaeton	1490	1490
Tourer, for 5	1450	1490
Tourer, for 7	1630	1630
The Commander	WAR	IS
Sedan	\$1940	\$1975
Sedan, Regal	2065	1905
Victoria	1880	1875
Victoria, Regal	2060	1905
Coupe, for 2	1905	1875
Coupe, Regal, for 4	2030	1905
Roadster, for 4	1835	1835
The President	WAR	IS
Sedan, for 7	\$2675	\$2435
Tourer, for 7	2220	2200
Limousine	2925	2700
Erskine Six	WAR	IS
Custom Sedan	\$1350	\$1250
Sport Coupe, for 4	1300	1250
Coupe, for 2	1200	1200
Sport Roadster	1300	1200
Tourer	1200	1150

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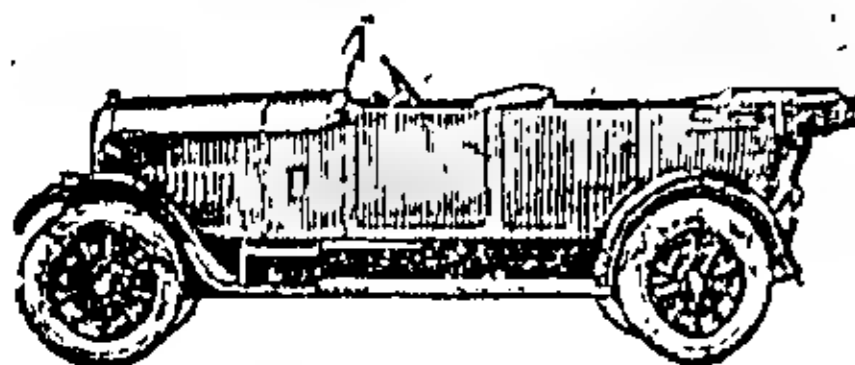


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SPEEDWAY RACING.

(Continued From Page 5.)

the specifications of this year read almost exactly like those of last year, except for certain apparently minor details. Yet most of the fast cars have added 10 m.p.h. for Indianapolis and nearly 20 m.p.h. on the boards.

As has been intimated, the cars of the American speedway circuit are Millers, both front and rear drive, and Cooper and Detroit

Specials, which are essentially Miller design, although not Miller made; and the Duesenberg Specials. Of the "Duezies" there are two types—the 1926 straight-eight along conventional lines, and the 1927 offset motor types. Those are the makes that in many cases masquerade under various names—the Nickel Plate Special, Boyle Valve Special, Junior Eight, Jynx Special, Elgin Piston Pin Special. Every one of these cars just mentioned is a Miller-made special. Even the two brand-new race designs of the year, the off-drive, and Cooper and Detroit

names of Perfect Circle Duesenberg Special and Thompson Valve Duesenberg Special.

Straight-eight Engines Practically Universal.

The Miller and the Duesenberg types (in the Miller types this includes the Cooper and the Detroit Specials) have straight-eight engines with five-bearing crankshafts. The standard piston dimensions are 2 3/16 ins. by 3 ins., although Duesenberg tried an engine with a bore of 2.885 ins. and a stroke of 2 3/4 ins. All crankshafts are counterbalanced and in diameter they vary from 1.407 ins. (new Duesenbergs) to 1 1/4 ins. (front-drive Millers), and up to 1 15/16 ins. for the Millers, which were cut down from 122 ins. cylinder capacity to 91 1/2. Centrifugal supercharges are standard. The Cooper, Miller and 1926 Duesenberg Specials are driven by spur gears, while the new Duesenberg types have planetary drives for the supercharger. The new Duesenberg and the Miller front-drive have a supercharger speed of 5 1/2 to 1 compared to the engine, while the older Millers have a ratio of 5 to 1. The Detroit Special has a two-stage General Electric supercharger. The compression ratio has climbed up from 5 1/2 for the 1925 Duesenbergs to 6 1/2 and 6 3/4 on various types of

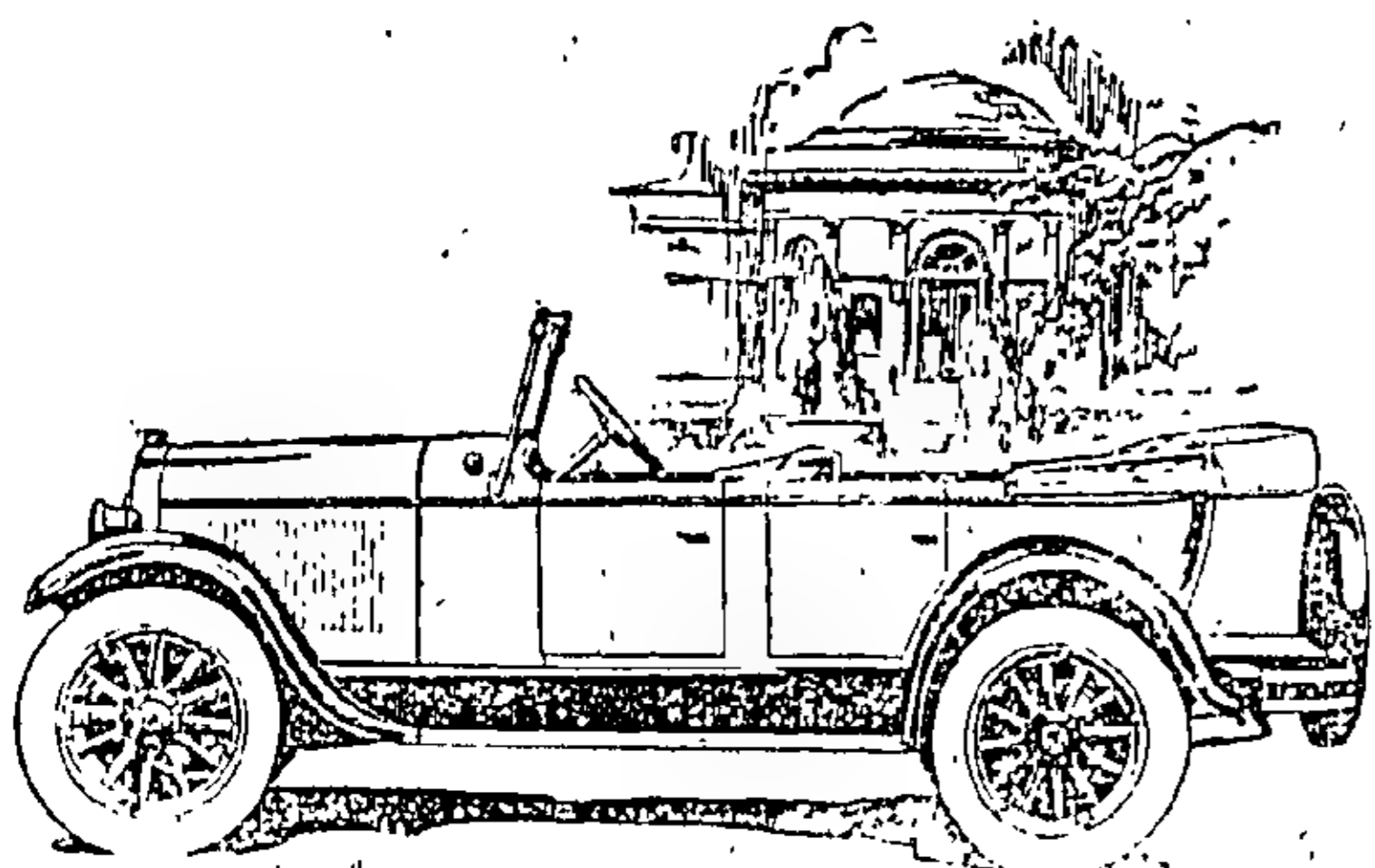
new Duesenbergs and the Miller-made and designed cars.

The most novel and successful development of the recent two years on the American tracks is, of course, the front-drive, first created by Harry Miller. In the last Indianapolis race 11 of these cars were entered, and ten actually took part in the race, five of them being the four Cooper Specials and the Detroit Special. In general all these cars are basically alike. The front axle bows forward with a considerable sweep, making it possible to have a relatively straight line for the drive shafts. This is a typical pinion-and-ring gear assembly which is driven from a clutch immediately behind the assembly, pictured in an accompanying illustration. The transmission is at the left, with the countershaft behind instead of below the main shaft. To the right is the differential. The brake drum housings are to the left and right of the transmission and the right of the differential. The steering knuckles are of enormous size, and make room for the universal at the wheel hub. There are four universals in the assembly, as will be noted, one at each side of the differential and transmission housing and one on each front

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All prices subject to change without notice.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

ANTI-KNOCK FUEL AND HIGH COMPRESSION ENGINES.

As has previously been stated in these columns, the prime reason for the development and marketing of anti-knock gasoline is one of fuel conservation. By using anti-knock fuel, the compression pressure carried in motor car engines can be increased very greatly and increased compression secures higher engine efficiency or, in other words, more power from a given amount of gasoline consumed. Moreover, it enables a larger output to be obtained from an engine of a given size and weight. It was long ago predicted that when

knockless fuel became obtainable everywhere, manufacturers would build engines with higher compression, which would have superior performance and prove more economical in their consumption of the world's petroleum resources. Anti-knock fuel has only recently become obtainable the country over but already there are evidences that the above prediction is beginning to be fulfilled by the introduction of the high compression engine. Announcement has been made by one of the important and progressive motor car companies that it is prepared to furnish special cylinder heads, applicable to its existing engines, which raise the compression pressure 20% to 25% above that previously used. Engines thus equipped are adapted only for use with fuel of high anti-knock properties, and it is claimed that the mileage obtained per gallon is increased 20% together with a substantial increase in maximum speed and a marked improvement in accelerative ability. The increase in mileage should be sufficient to balance the higher cost of the anti-knock fuel used, leaving the conservation side of the matter as a net economic gain. It may be that high compression heads may soon be offered by manufacturers generally.

Excessive Oil Consumption.
Question—The compression of my engine is good, built it uses too much oil. Will one oil-ring, installed upon each piston, stop this oil loss or should two or used?
Answer—If you are certain that an excessive amount of oil passes the pistons, an oil-control ring, properly installed in the bottom groove of each piston, might prove an effective remedy. If there is an undue amount of oil getting by the pistons, we should expect that the exhaust would be smoky, that the plugs would foul badly and that the piston-heads would collect carbon very rapidly. Unless you know that some of these conditions exist, it may be that the loss of oil is not past the piston to any abnormal degree, but that it is through external leaks. Before installing oil-control rings, make sure that there is no leakage out of the crankcase, timing-gear or valve compartment. Spread a clean paper under the engine and run it idle for 15 or 20 minutes at a 20 m. p. h. speed and see if there is any oil dropped on it. If there is have the leaks stopped, but if there is not, try the oil rings after getting your factory to recommend what kind to use.

Front Wheels Wobble.
Question—Since installing oversize tyres on the front wheels of my Ford, they wobble at high speeds and sometimes the car makes sudden "dives" to one side or the other, when stones or holes in the road are struck. All steering connections have been tightened and new spindle bushings have been put in. What can be done to overcome this trouble?
Answer—Try a somewhat higher inflation pressure in these tyres and see if that does not help. It may make the riding slightly harder, but it should reduce the wobbling tendency. Make sure that the two wheels are aligned practically parallel. Be sure that the front spring shackles have not lost motion and that the mounting of this spring is such that the front tyres touch the ground at points slightly to the rear of vertical lines extended downward from the tops of the knuckle-bolts.

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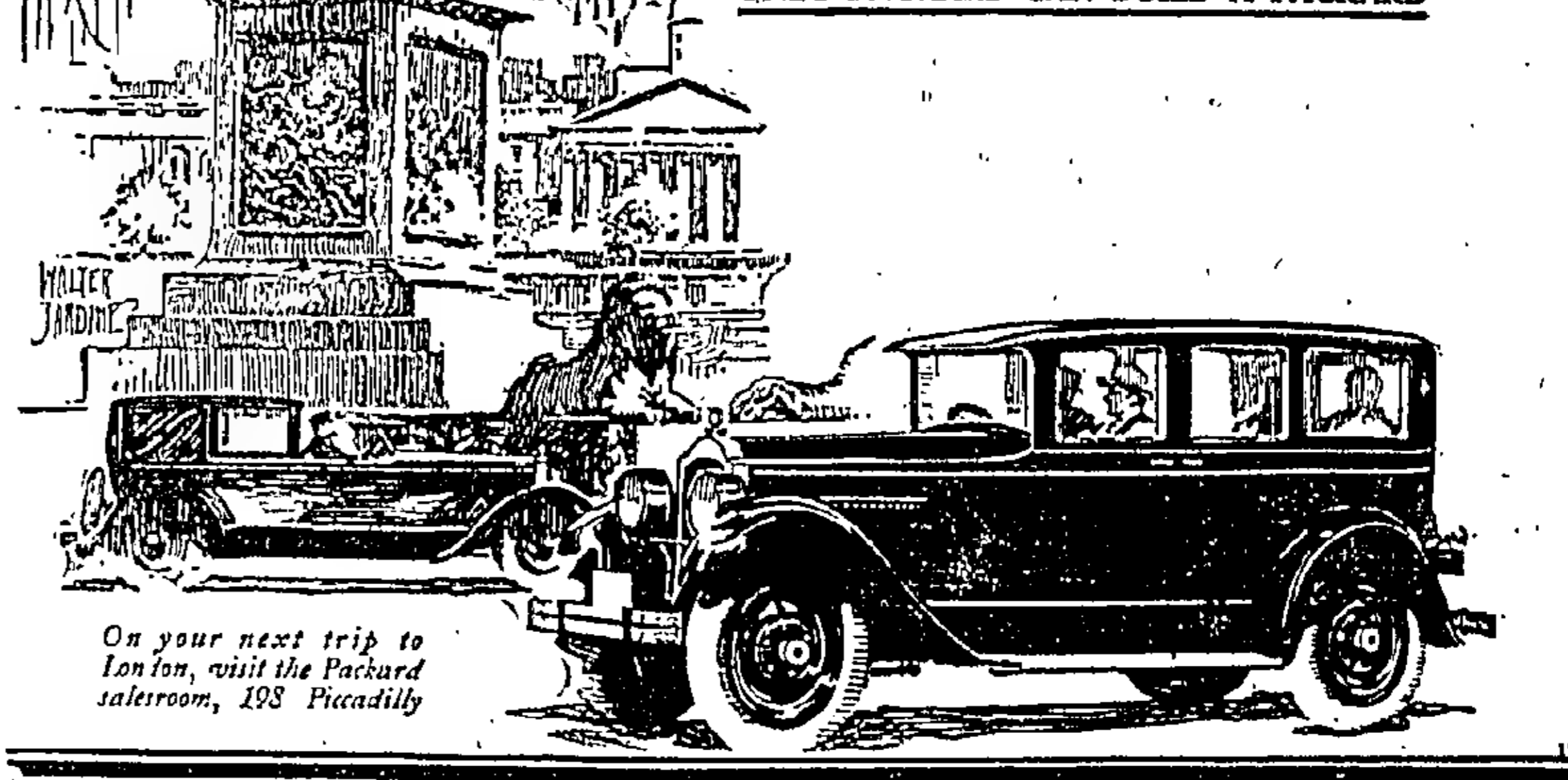
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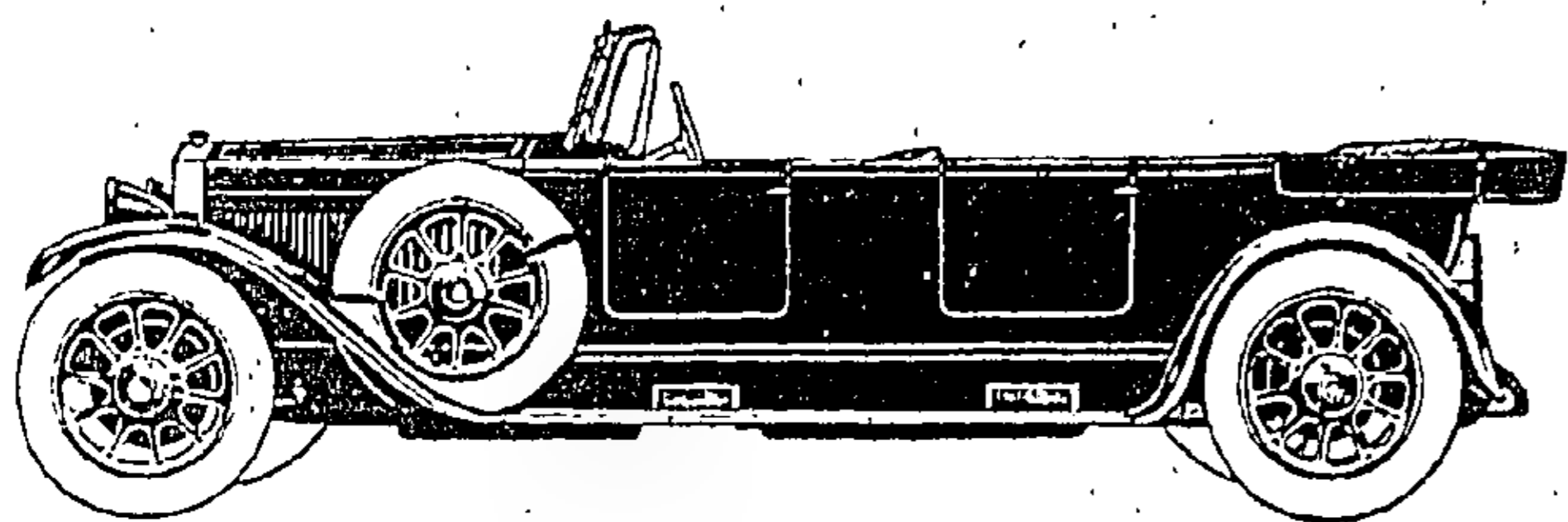
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NEW ORDINANCE.

THE REGULATION OF WATCHMEN.

AN IMPORTANT MEASURE.

It is notified for information in the Government Gazette that it is proposed to introduce into the Legislative Council, at its next meeting, a Bill to provide for the regulation and control of watchmen.

It is explained in the "Objects and Reasons" that "in the year 1917, the Captain Superintendent of Police inaugurated a system of supplying watchmen to private employers. The scheme was begun with 20 men. The numbers have increased yearly and at the present time about 600 watchmen are so supplied. Of these about 330 are ship's guards and about 270 are employed on shore. Fifty recruits have just been taken on in order to meet the demand. The scheme has evidently been appreciated by employers. The police are in better position than individual employers to select the best men and to weed out the less desirable men. The employers also get the advantage of police supervision and control, and better discipline can be kept with less trouble to the employer. Indirectly, the system is of much use for police purposes. At the present day, with the exception of the Kowloon and Taikeo Dock Companies, most of the principal employers of watchmen get their men through the police. The system has now grown to such an extent that it seems desirable to regulate it by Ordinance.

The proposed Ordinance and regulations are on the whole intended to embody the existing practice, with only important exceptions. That exception is that in future no unregistered person will be allowed to act as a watchman, and no employer will be allowed to employ an unregistered person as watchman.

Chinese Watchmen.

Two points require special explanation. One relates to a particular provision of the Ordinance which is a little complicated, and which may appear rather artificial, but which seems to be the only practical solution of the particular problem with which it deals. Most of the watchmen supplied and supervised by the Captain Superintendent of Police are Chinese, but there are also 50 Chinese watchmen. There are also from time to time watchmen of other nationalities and races. Two things seem obvious. One is that the term "watchman" must be defined widely in order to include all the persons whom it is desired to include. The other is that it would be impossible for the Captain Superintendent of Police to attempt to supply and supervise all persons of Chinese race who are employed in the Colony in protecting property or preventing crime or maintaining order, and it would also be undesirable. Accordingly section 4 (d) of the Ordinance provides that the Ordinance shall not apply to persons of Chinese race unless allowed by the Captain Superintendent of Police to register themselves in the Watchmen's Register established under the Ordinance. Such Chinese registered watchmen will be subject to the Ordinance and regulations generally, but it will be no offence for an unregistered Chinese watchman to act as such, and it will be no offence for an employer to employ an unregistered Chinese person as a watchman.

Ship's Guards.

The other point which requires special explanation refers to ship's guards. At present the employment of ship's guards is compulsory for all ships which come within the scope of the Piracy Prevention Ordinance, 1914. These guards have to be obtained from the Captain Superintendent of Police and they are supervised by him and are paid through him. That Ordinance is about to be repealed, and the present system under which shipowners enter into bonds binding them to employ guards and to comply with various other provisions will soon come to an end. When that repeal takes place there will be no obligation on shipowners under the laws relating to piracy obliging them to employ ship's guards. There will also be nothing in the present Ordinance or the regulations to be made under it which will require shipowners to employ ship's guards, but if they do employ ship's guards within the Colony, they will have to obtain them from the Captain Superintendent of Police. The ship's guards, supplied will, however, in future be entirely under the control of the shipowner who employs them, and they will not be under the supervision of the Captain Superintendent of Police, and will not be paid through him. The Captain

ARMISTICE DAY.

VETERANS TO ATTEND SERVICE.

In connexion with the local observation of Armistice Day, we now learn that the wish has been expressed that as many veterans of the Great War as possible, should attend the Service at the Cathedral, and the subsequent ceremony at the Cenotaph.

It is believed that every eligible man, whether or not a member of the Ex-Active Service Men's Association or British Legion, would probably like to take part in such a gathering, especially when it is remembered that this year is the tenth anniversary of what was probably the most critical year of the war. The year 1917 is looked back on by every man who was on active service, as a grim memory of ceaseless vigil and fighting, and it is felt that on November 11th, one of the Empire's most significant days, every ex-soldier will be anxious to pay reverent homage to his friends who made the supreme sacrifice.

With the presence in the Colony of a large number of veterans at present serving with His Majesty's Forces, there should be a large muster at the Cathedral, but it is naturally hoped that a large number of civilians will also participate.

The Cathedral authorities will reserve ample seating accommodation and the Officials of the Ex-Active Service Men's Association will supervise the arrangements.

Superintendent of Police will still have one hold over these ship's guards because he will be able to remove an undesirable person from the Watchmen's Register, and the effect of that will be that a man can no longer be employed as a ship's guard. He will also be able, as a less drastic measure, to remove a ship's guard from any particular employment upon supplying a substitute if the shipowner desires one. Ship's guards will also have to carry a license book and badge.

Most of the watchmen supplied by the Captain Superintendent of Police are engaged by the month, but some are engaged by the day. They are referred to in the Ordinance and regulations under the terms "casual watchmen," which is defined in section 2 as meaning a watchman engaged at a daily rate.

A ship's guard is defined in section 2 as meaning a person employed on any vessel as a watchman, other than a casual watchman. The ordinary ship's guard will not be under the supervision of the Captain Superintendent of Police, because there is a strong objection to dual control in the case of persons employed on board ship, but this objection does not apply to casual watchmen, who do not go to sea but who are employed in the harbour as watchmen in the more limited sense of the term.

Section 3 of the Ordinance gives the Governor in Council power to make regulations.

It has been stated above in paragraph 3 that the Ordinance does not apply to persons of Chinese race unless they are in fact registered. The Ordinance will also not apply to public officers. His Majesty's regular Naval and Military Forces, the Volunteers, or persons employed by the Admiralty or War Department. This is provided in section 4.

Section 5 of the Ordinance gives the Captain Superintendent of Police a power of exemption. A case in which this power will probably be exercised is that of the two dock companies referred to in paragraph 1 above. Both these companies have well organized bodies of watchmen. The exemption, however, will not be an exemption from the necessity for registration, or from the power of the Captain Superintendent of Police to remove names from the register.

Section 7 of the Ordinance prohibits the employment of a watchman by more than one employer. The object of this is to prevent a practice which is sometimes followed at present by which a watchman undertakes two sets of duties, with the probable result that neither set of duties is properly carried out.

Section 9 of the Ordinance provides that a watchman who deserts may be removed from the Register and that on such removal he shall forfeit his right to any moneys that may be standing to his credit in the hands of the Captain Superintendent of Police.

Section 10 of the Ordinance gives the Captain Superintendent of Police a general power to remove any person from the Register, subject to an appeal to the Governor in Council.

Section 12 of the Ordinance gives to a registered watchman while acting in the discharge of his duties as such the same powers of arrest as a police officer.

CHANNEL WINS.

LONDON TYPIST HAS TO GIVE UP.

WATER TOO COLD.

London, Oct. 21. The London typist, Miss Gleitze, started from Cap Grisnez at 4.23 this morning in an attempt to repeat her Channel swim in view of Dr. Dorothy Logan's hoax.

A score of people are accompanying the swimmer in a boat, including Pressmen and two doctors brought by Mr. Sidney Hirst, the secretary of the Amateur Swimming Club who stated that it was imperative for a medical man to be present to judge when the limit was reached as the ordeal was very dangerous owing to the coldness of the water.—*Reuter*.

[A message dated the 16th announced that a sensational statement had been made by the *News of the World* that the Channel swim alleged to have been accomplished by "Mona McLennan," (Dr. Dorothy Logan) on October 10 was a hoax carried out by Dr. Logan in order to show the desirability of an International Commission to control, supervise and certify all Channel swims.]

Swim Abandoned.

Boulogne, Oct. 21. Miss Gleitze abandoned her channel swim at three o'clock, in the afternoon.

She abandoned the swim when seven miles from Dover, owing to the cold. Her failure was greeted with a chorus of "Hard luck."

A Jazz Hand.

Before retiring on the previous night she went to Church at Cap Gris Nez and prayed for success. She was accompanied on her swim by a fishing smack and two, the former carrying jazz bandmen to entertain the swim. Miss Gleitze demanded many repetitions of "Tipperary" but the poor fellows were too seasick to perform and had to be transferred to the tug, the crew singing in loud "Show me the way to go home."

Miss Gleitze refused to swim under the lee of the boat, and when the pilot manoeuvred to shelter her she swam away. The temperature of the water varied between 50 and 56.

A Game Struggle.

When half-way across the Paris channel circled over the swimmer, who in the latter stages of the swim became sleepy at intervals, were upon the whole crowd accompanying the swim roared at her and she roused herself, smiled and struggled on. She was unconscious for half an hour after being taken out of the water.

She was loudly cheered by a large crowd at Folkestone after the swim.—*Reuter*.

UNCONSCIOUS IN A BALLAST TANK.

CHINESE STOWAWAYS TO AUSTRALIA.

Fremantle, Oct. 21. The Dutch steamer "Almskerk" has arrived with 54 Chinese stowaways, who were found unconscious in a ballast tank, and are believed to have boarded the ship at Port Said.

The customs authorities have been ordered to "prosecute the master of the Almskerk for allowing prohibited immigrants to enter Australia, and the Chinese will be deported immediately.—*Police*.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1.—Which composer is reputed to have finished a composition on his death-bed by dictating it?
- 2.—How many "unpublished" symphonies did Schubert write?
- 3.—Who wrote a famous classical song on the back of a bill-of-fare in a restaurant?
- 4.—Who was accustomed to write a short pianoforte piece on the occasion of his dog's birthday?
- 5.—Can you cite two remarkable instances of rapid composition?
- 6.—Who has been called "The English Bach"?
- 7.—Which composer declared that his ideas would not come unless he wore a particular ring?
- 8.—What is the significance of the term "Enigma" as applied to Elgar's "Enigma Variations"?
- 9.—How many church cantatas did Bach write?
- 10.—Bach and Handel were born in the year 1685. What coincidence marked the closing years of their lives?

THE PASSING OF THE "GROWLER."

UNEQUAL CONTEST WITH TAXI IN LONDON.

The London "growler," like the hansom cab, is passing away to be brought out in cases of national emergency like the great strike.

The London Museum has staged a hansom cab, and some day will probably find room for a "growler," which earned its name through its rumbling noise on the uneven roads of old London.

In Central London, the "growler" has had its day, and has given up the unequal contest with the fast-going taxi. On the cab-ranks in the suburbs, and in a few station yards—Waterloo, for instance—there are a few survivors.

Mr. Henry Murphy, of Camberwell Road, formerly one of London's cab centres, is still engaged in "the trade," as it was known years ago. He entered it 34 years ago, when there was a keen fight and a strike over the "privilege" question, and railway companies regulated the number of vehicles in their station yards.

Lord Oxford was Home Secretary, and after a strike lasting a week, when London was without its "growlers and gowlers," there came the cabbies' charter, known as "the Asquith award." The Home Secretary fixed the fares and also the charges to be imposed upon the drivers by the owners.

Mr. Murphy told a Press Association representative that when he took out his first cab London was full of cab-yards. One had 200 hansom, and employed 50 horsekeepers. Now I know only two yards in Central London, he said, and they may decide to close this part of their business. In the old days I had to pay 21s. a day for hire, but business was brisk, and I earned enough to keep a large family.

I cannot do it now. Some days I do not get off the rank, but I have to find 6s. for the "growler" and 6d. for the horsekeeper. I came here at nine in the morning and stick on the rank until eight at night without getting a job.

Mr. Murphy was not slow explaining the cause of the passing of the "growler."

It is too slow, he said. There was a time when many old ladies were too timid to ride in taxis, and then was our chance. This week I said, "Like a nice, comfortable safe cab, ma'am." She must have been 80, but she promptly said, "No, thank you. You are too slow for me. I must have a taxi."

Heavy luggage falls to the lot of the "growler" driver, for the taxi-driver frequently objects to take heavy loads. We cabmen only stand on the station ranks, said Mr. Murphy. Why, if we went to out side ranks we should never get off. Like many other London cabbies, Mr. Murphy has had Royal patronage, for once he drove the King when Prince of Wales from a hotel to Marlborough House, and another time he had Queen Alexandra as a passenger.

The same story of the "growler" driver's failure was told by another driver, who was giving up after 28 years' work. I think I might as well walk about for nothing, was the way he summed up his position.

A SHOCK FOR A BRIDE-TO-BE.

FIANCE FOUND DEAD IN NEW HOME.

A Clydebank bridegroom died while dressing for his wedding. He was Alexander Buchanan, (36), a master plumber. The bride, her attendants and a clergyman were waiting for him to join them in a Glasgow restaurant when some of his friends found him dead in an armchair in the new home he had prepared at 74 Kilbowie Road, Clydebank, as a future residence after his marriage with Miss N. Wilson, Mount Florida, Glasgow.

When Mr. Buchanan did not turn up at the restaurant, a doctor who was a fellow-lodger with Mr. Buchanan, offered to go to Kilbowie Road in an endeavour to trace him. The doctor was joined at the door of the house by the bride's brother, Mr. John Wilson, 101 Battlefield Avenue, Glasgow, and another wedding guest who had motored down from Glasgow. They got no response to their knocking and latterly decided to force the door. When they did so and gained entrance they found Mr. Buchanan sitting dead in an armchair. Medical examination established that death had been due to heart failure, and it was also surmised that Mr. Buchanan had collapsed soon after entering the house, as he had not put on his wedding suit.

Mr. Buchanan was badly gassed while on active service in France during the war, and it is believed that this experience had given rise to the heart trouble that led to his death under circumstances that have evoked widespread sympathy throughout Clydebank, where he was held in high esteem.

IRON FILINGS FOUND IN TEA.

STATE REPORTS ON FOOD ADULTERATION.

ARSENIC IN CHOCOLATE.

Food adulteration is still prevalent, though the percentage of samples reported against by the public analysts of England was lower in 1926-27 than in the preceding twelve months.

Iron filings and dust in tea. Mill sweepings in bread.

Arsenic and oxide of iron in chocolate.

Egg powder—without the egg.

And sausages preserved by boric acid.

Here are some "samples" of the adulterations:

Foreign fats, cornflour or other starch, traces of lead, and oxide of iron were found in chocolate.

One case was reported of the use in chocolate rock of commercial burnt sienna containing an excessive quantity of arsenic. The article was withdrawn from consumption.

A consignment of tea containing iron filings was seized and destroyed. Eight grains of iron filings to the lb. and 12 per cent. of dust were found in another lot of tea, while in a third sample the tea dust contained 8 per cent. of mineral matter.

When a purchaser complained of gritty bread it was found to contain 0.12 of sand, thought to have been due to mill sweeping having been introduced into the flour.

Custard powders were adulterated by the presence of acid dyes, while egg powders were found to contain no eggs. One egg powder sample consisted of 63 per cent. of flour, 20.6 per cent. of tartaric acid, with a trace of colouring material.

A number of samples of sponge cakes were found to contain boric acid, and traces of this preservative were also detected in samples of other foods, including ice-cream, sponge sandwich, meat pie, fish paste, potted shrimps, and sausages.

Powdered tale in small quantities still continues to be introduced into rice, and three cases are reported in which an article sold as sago was found on examination to be tapioca.

Boric Acid in Sausages.

Seven hundred and seventy-three samples of sausages were examined, and 18.5 per cent. were found to be adulterated by the addition of preservative (usually boric acid).

Adulterated samples of ground ginger and ground cinnamon were found to contain mineral matter, petroleum products were found in turpentine, and traces of lead and corn flour in cream of tartar.

In one case tablets supplied as an obesity cure were found to consist merely of Epsom and Glauber salts.

Of 62,507 samples of milk, 4,625, or 7.4 per cent. were not up to standard or adulterated. Eighty samples were contaminated by dirt, against 131 in the previous year. Colouring matter was detected in 41 samples, one of which also contained 50 per cent. of added water.

One sample of dried milk consisted of soya bean, cane sugar, milk sugar, and a vegetable oil.

Eighty-two of the butter samples consisted wholly or partly of foreign fats. One case was found of a grocer selling unlabelled margarine as "butter mixture."

The report of the Ministry of Health for the year ended March 31 last states that during the period 120,617 samples were analysed. This is the largest number ever recorded. A total of 7,044 samples were regarded as adulterated or not up to standard, or 5.8 per cent. compared with 6.5 per cent. for the previous year.

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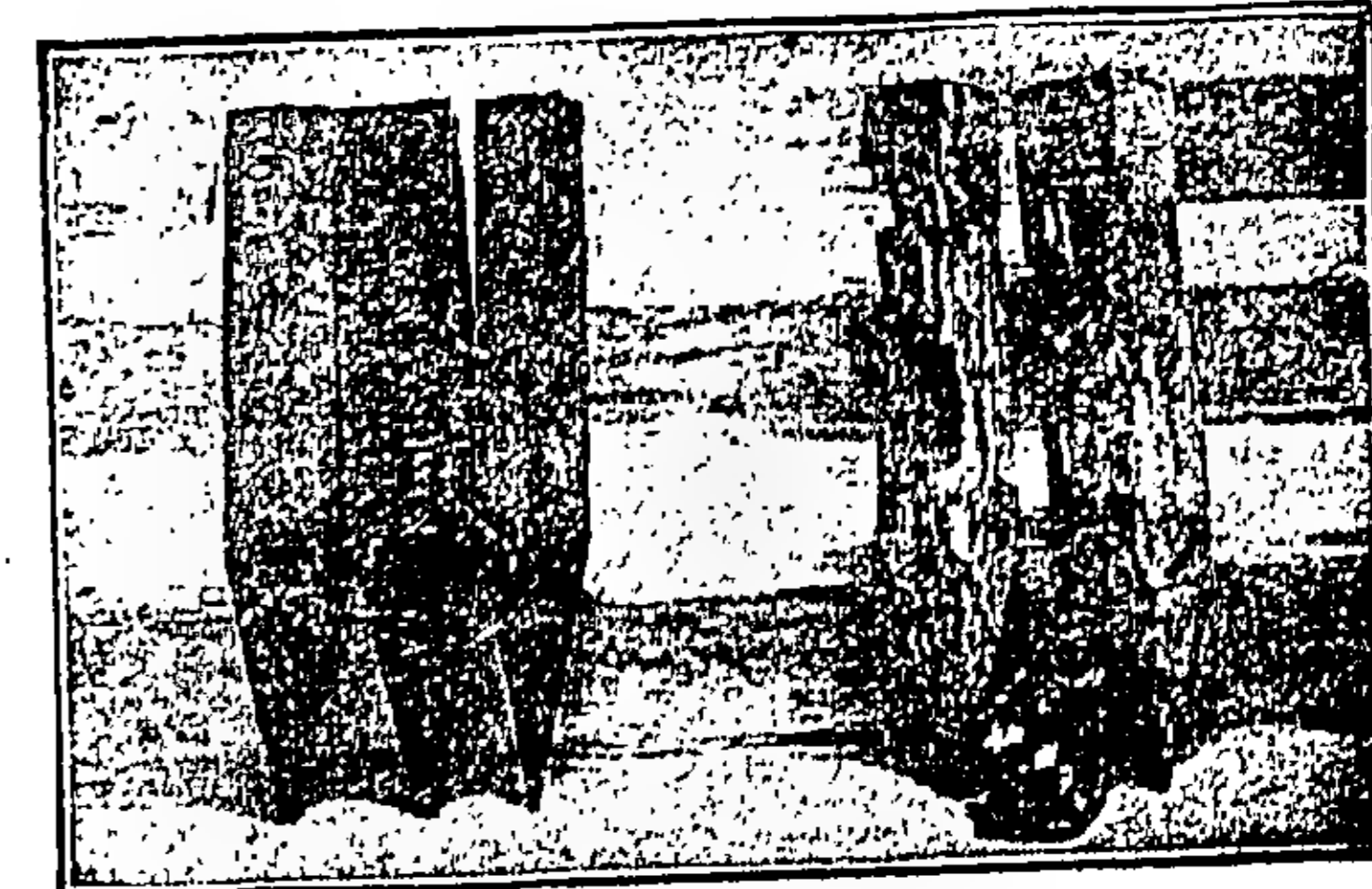
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Expert Japanese and Swedish movements. Treatment given at our Office or residences. 14, Queen's Road Central, first floor.



A man pursues a girl until she catches him.

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THE "FOURSUM"



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Distinctive designs and colourings in hardwearing quality wool. Medium weight, 2 sidepockets. Colours: Brown/Fawn, Putty/Grey, Brown/Blue, Cinnamon/Putty. Sizes 34 to 40 inches chest.

STANDARD VALUE PRICE
\$6.95

THE "VICTOR"

All wool light weight and durable. Style as illustration. Self shades of Fawn, Putty, Steel, Lemon, Heather, etc. Sizes 32 to 42 inches.

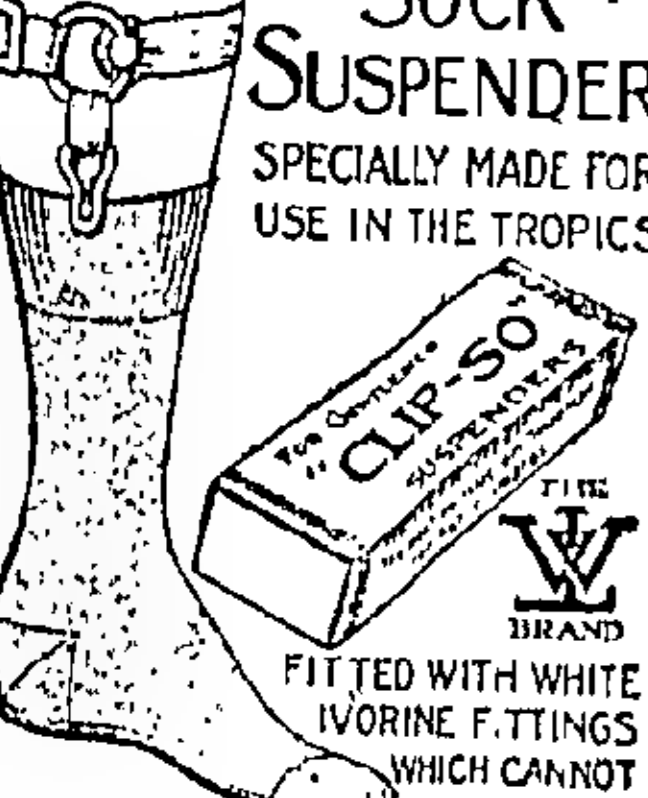
STANDARD VALUE PRICE
\$5.00

Size 42 \$5.50



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THE "CLIP-SO" THE "CLIPSO" SOCK



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A popular style as illustrated with 3 inch elastic and ivory fittings. Colours: Black, White, Purple and Sky, etc.

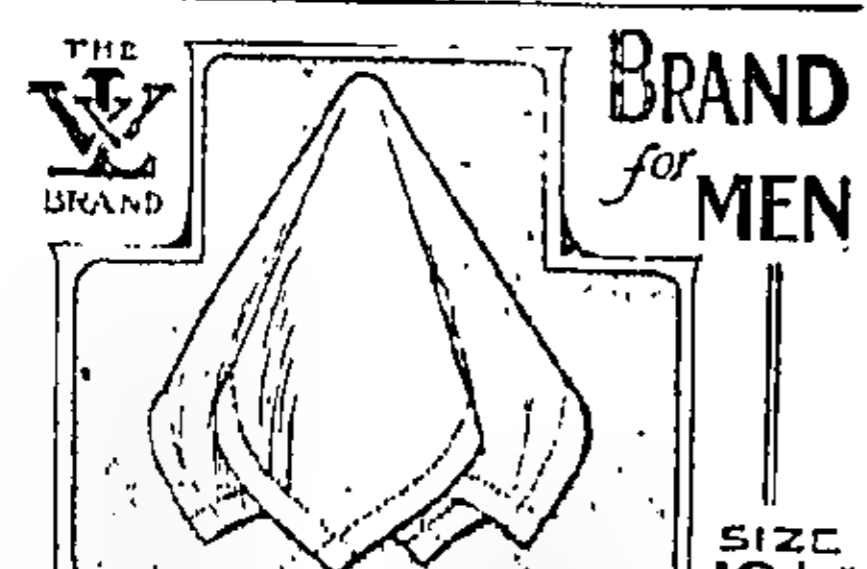
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Men's White Lawn Handkerchiefs, Hemstitched. Borders, Soft and ready for use. Size 18 1/2 inches square.

Standard Value Price
\$2.75 Dozen

THE MEADOW BLEACH



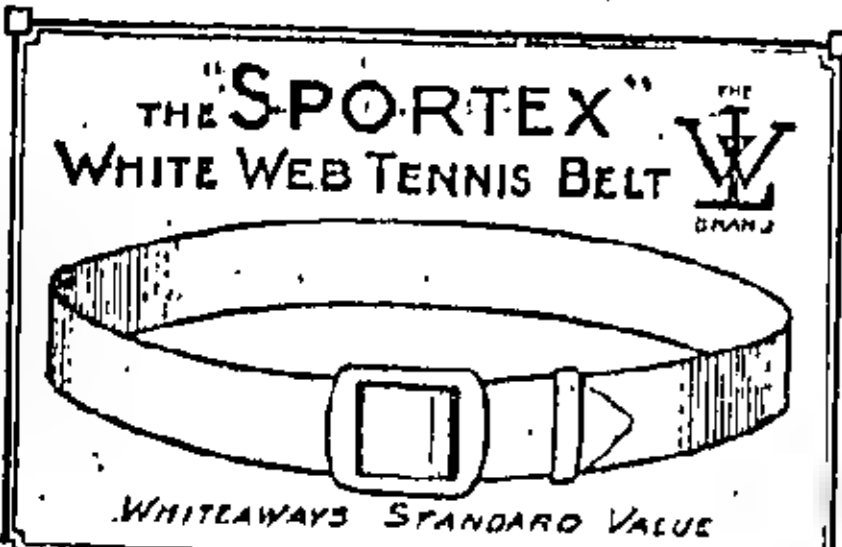
IRISH WHITE LAWN HANDKERCHIEF WITH ONE INCH HEMSTITCHED BORDER
ONE OF WHITEWAYS STANDARD VALUES



THE "FOURSUM" PULLOVER SWEATER FOR BOYS

Same colouring as above in—Sizes 26, 28, 30 & 32 inches.

ALL SIZES ONE PRICE
STANDARD VALUE
\$4.50 each.



THE "SPORTER"

White web Tennis belt is made from a good strong webbing 1 1/2 inches wide with non-rusting buckle.

NOTE THE PRICE
75 cts. each

NEW STOCK OF TIES & BOWS.

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WHITEWAY LAIDLAW & CO., LTD.

HONGKONG.

EXPERIMENTS IN CRIME.

DOCTOR TRIES HIS SKILL AS LAW-BREAKER.

SOME STRANGE DOINGS.

Some weeks ago a Budapest textile manufacturer named Zoltan Bartok was visited by a man in green glasses, who represented himself to be a detective, and stated that at a villa in the Columbus Gasse, a large stock of goods had been found, which had been ostensibly stolen from the firm and stored in the villa. He asked Mr. Bartok to accompany him in his car to identify the goods.

When they arrived at the villa the man threw Bartok to the ground, bound him, and threatened to shoot him if he did not hand over the sum of £1000.

The false detective eventually agreed to Bartok's proposal to accompany him to the Hungarian-Italian Bank, where the money would be handed to him.

On arrival at the bank Bartok managed to slip into the managers' room, locked the door, and cried for help.

In the confusion that ensued the man disappeared, and all efforts of the police to trace him proved fruitless.

Plans for Revolt.

A few days ago the police arrested the nerve specialist, Dr. Ignaz Kormiss, who, according to information supplied by the Vienna police, had visited the offices of the Socialist paper, *The Red Flag*, and had submitted plans for a revolt similar to that which occurred in Vienna on July 15. As he was suspected of being an agent provocateur, his proposals were not entertained.

A search of Dr. Kormiss's house revealed plans of the Czepl munition factory and all the public buildings of the city. Papers were also found in the name of Ivan Kerek, which tallied with the name given by the hero of the Columbus Gasse exploit.

When Dr. Kormiss was arrested (says the Central News Budapest correspondent) he was charged with the latter crime, and he replied: "That is quite right. Incredible as it may sound, as a doctor I have been conducting psycho-analytical experiments on myself." He then produced the keys of the villa, the revolver, and the green glasses.

The prisoner went on to relate that he had tried himself out as a novelist and a newspaper reporter without success, and had no lack either as a film producer. He had then wondered how he would shape as a criminal.

When he had arrived before Bartok he had been careful watch over himself. His heart and pulse were quite normal. The merchant, however, had gone pale and trembled. "If he had had the money on him," said the doctor, "he would undoubtedly have handed it over."

Big Coup.

Dr. Kormiss went on to relate that he had planned much bigger coups in order to attain fame. He had framed a scheme to appear at a Hungarian commercial bank in Budapest as the representative of the Rumanian Government. He had supplied himself with false papers to submit a timber proposition running into millions. When he had brought about international complications, he would have vanished.

The papers relating to this scheme, forged rubber stamps, &c., were found by the police at Dr. Kormiss's house. The doctor further related how he had planned to negotiate with the head of a large British chemical concern for the delivery of raw material, and had prepared papers for this scheme also.

It has been established that Dr. Kormiss is the author of a pamphlet entitled, "At the Twelfth Hour," which has enjoyed a widespread circulation, and which espouses the candidature for the Hungarian Throne of the Archduke Joseph.

In regard to his visit to the *Red Flag*, Dr. Kormiss stated that he had not intended his proposals to be put into action, but merely wished to see what reaction the editorial authorities of the Communist journal would make to such a plan.

The fact that it was merely an experiment was shown by the fact that he had himself reported the occurrence to the police. He added that since the Columbus Gasse affair he had frequently passed up and down in front of Bartok's premises to see whether he would be recognised, and would have given himself up to the police had they not anticipated him.

Kormiss is the father of three children. He served as a surgeon in the war, and since then had devoted himself to agriculture on his sister's estate, in addition to his medical activities. He has been committed to an asylum for the state of his mind to be examined.

PING-PONG.

LADIES' CHAMPIONSHIP MATCHES.

The University Union was crowded last evening when Miss Wong Sui-lan, of the Yung Wah Girls' School, won the Ladies' Singles Championship by defeating Miss Rose Kwok, of the Hongkong University, in 3 sets to 2, 6-3, 10-8, 6-8, 3-6, 8-6. It was a hard struggle throughout and both players were in very good form. Miss Kwok gave a splendid exhibition of forehand drives in the 3rd and 4th sets, but playing a sound defensive game Miss Wong won the final set and the match.

League Matches.

The Y.M.C.A. won an easy match over the Hop Ying Club by scoring 184 games against the latter's 88. So far the Chinese Athletic is leading in the League, Y.M.C.A. and South China being second with equal points.

The Hongkong University will meet the Hop Ying Club this evening at the S.C.A.A.

The latest positions of the various teams are as follows:

Teams	P.	W.	L.	Pts.
C. A. A.	7	7	0	14
Y. M. C. A.	7	6	1	12
S. C. A. A.	7	6	1	12
Hop Ying	5	3	2	6
H. K. U.	4	2	2	4
Tutorial	6	3	3	6
St. Peter's	6	2	4	4
St. Louis	5	1	4	2
C. C. Y. M. S.	6	1	5	2

M.C.C. TOUR IN SOUTH AFRICA.

CAPTAIN EXPRESSES HIS CONFIDENCE.

London, Oct. 21. A team of the Marylebone Cricket Club left England this morning for South Africa.

Many well-known cricketers and cricket enthusiasts saw them off from Waterloo Station. Captain Stansford, who will captain the team, in a farewell message said, "It is a strong team, and we are pretty confident of putting up a good fight. The team is strong in batting, and well-equipped with spin bowlers. We have fifteen matches to play, including five Test matches, and I think we should win the rubber."—*British Wireless*.

WARATAHS MEET THE PRINCE.

AND HAVE TEA AT WESTMINSTER.

London, Oct. 21. The Prince of Wales to-day received the New South Wales rugby football team, popularly known as the Waratahs, who are playing here.

The Prince shook hands with all the men and chatted about the game and about Australia. In the afternoon the Waratahs visited the Houses of Parliament, and took tea with the Speaker.—*British Wireless*.

SUICIDE IN A CAR.

POISON GAS FROM THE EXHAUST.

London, Sept. 15. A novel form of suicide was revealed at an inquest at Ashburton, Devon, yesterday on Charles Henry Harrington, aged 46, a commercial traveller, of Newton Abbot, who was found dead in a motor-car near Widescombe-in-the-Moor.

Police-Sergeant Hall said that on being told that a saloon car had been in the same position all day he examined it and found Harrington sitting on the back seat of the car wrapped in a rug, with his head resting on a coat. The doors of the car were shut and the curtains drawn, and all the crevices had been stopped up. The floor had been sawn through and rubber tubing connected with the exhaust pipe had been taken into the car, just above the level of the back seat. The hole in the floor was plugged with a mat. He thought the engine had been left running until the petrol was exhausted.

Dr. Ellis said death was due to carbon-monoxide poisoning, the principal constituent of exhaust gases. Death had probably occurred 24 hours earlier.

A verdict of Suicide while of Unsound Mind was returned.

Members of the Ladies' Section of the Royal Hongkong Golf Club are reminded that their annual subscription of £1 is now due and should be sent to the Honorary Treasurer, Mrs. Maitland, 2 Branksome Towers.

LAWN TENNIS.

RUMJAHNS WIN TIENTSIN TITLE.

Before a very small audience, compared with the large crowd which the standard of play warranted, O. and A. L. Rumjahn won the Open Doubles Championship title for the third time in succession by defeating C. L. Shih and C. T. Liang 7-5, 7-5, 2-6, 6-4.

Shih and Liang started off with a spurt and in taking the first four games, their chances of victory looked good. With a determined effort, however, the Rumjahns captured the next four in a row and barely "nosed out" their opponents at 7-5. The second set went to them with the same score but not until after tough resistance on the part of Shih and Liang "battled" by two useful sets, Shih and Liang combined magnificently in the third set and started a fierce bombardment. O. and A. L. deemed it wiser to bow before the typhoon, and the set went to the other side 6-2. The final set was the hardest fought of all, both sides giving nothing away. The score sawed up and down, but the Rumjahns' superior combination and tactics weathered the storm, to win the set 6-4 and the match.

The whole was replete with thrills and long, but interesting, with rallies. Clever work was done by both pairs, though a few easy "sitters" were missed, much to the amusement of the gallery, who were glad to receive some relaxation from their profound interest in the match.

A. L. in Fine Form.

A. L. was in fine form and brought off some spectacular aces at the net and from the baseline. His driving was hard, then usual, though very prone to double-fault in his enthusiasm. He has given a really good service at last, but he is still prone to double-fault in his enthusiasm to send over a fast "second-one." Omar was as steady and consistent as ever. His slices and chops didn't do much damage, but his lob was very effective in breaking up net attacks. Shih played excellently, winning many points. His smashes were well-placed, though he has the habit of always sending the ball to the same place every time, thus allowing his opponents to return very often. Liang's service was fast and accurate. His drives too often failed to go over, but he made up for that by polishing off the net quite a few loose ones.

The Rumjahns deserved their victory but they were worthy of their opponents. The result of the match was in doubt until the last point was won and the spectators thoroughly enjoyed the game.—*N. C. Star*.

SHANGHAI LADIES CHAMPIONSHIP.

At the Majestic Hotel Mme. Van Haute retained her title of Ladies' Singles Champion of Shanghai by repeating her last year's victory over Mrs. Stafford Smith. In the first set Mme. Van Haute was an easy winner at 6-2 and though the second and third sets went to 7-5 she really never looked like losing. The winner's well known back hand was much in evidence though her fore hand is much improved from last year. Mrs. Stafford Smith ignored openings to this weaker fore hand and appeared to go out of her way to give the winner her favourite shot, and more often than not lost the point in consequence of so doing.

IVORY CARVING.

The above figure was recently sold at Messrs. Komor and Komor's Art Exhibition and sent to England. It represents one of the most perfect ivory carvings by the celebrated artist "Kaneda."

SLAUGHTER-HOUSE ACCIDENT.

A COOLIE SHOT.

An accident occurred at the Kennedy Town slaughter house this morning, resulting in a Chinese coolie employed there being shot in the shoulder, and having to be removed to the hospital.

It appears that Sanitary Inspector Bradley, who is in charge of the Kennedy Town slaughter house, was despatching a water-buffalo, and was following the usual practice of shooting the animal, owing to the thick skull of buffaloes making it difficult to kill them with the methods employed for ordinary cattle. When the shot was fired, the missile struck a coolie in the right shoulder, and he was taken to the Government Civil Hospital for treatment.

HAI NING ASSAULT.

"RED" ATTEMPT TO REGAIN CONTROL.

The inner story of the recent clash at Canton, when the "Red" element regained control of the Seamen's Union after a stormy meeting, was told at the Central Magistracy yesterday afternoon, when during the hearing of charges of assault against five members of the late crew of the s.s. Hai Ning, translations were put in of an inflammatory leaflet seized by the police on one of the accused.

The leaflet, after setting out the terms which brought the General Strike of 1922 to a close, recalls that one of these conditions was that crews for ships sailing from Hongkong should be engaged through the medium of the local Union (now proscribed), and views with alarm the success of what it regards as "reactionaries" who have succeeded in ousting the pro-Strike Committees from the Union branches at various ports. The result of this, states the leaflet, has been an utter disregard of the privileges of seamen on board foreign vessels, and of the Union in the matter of being given a voice in the engagement of seamen.

Consequently, the leaflet declares, a "committee has been set up for the insistence of the Seamen's Union's right in recommending seamen for employment."

The "Reactionaries."

The document then goes on to say that trouble over the same cause led the crews of the Hai Ning and the San Nam Hoi recently to go on strike, but this action not being accorded the necessary sympathy and support from the reactionaries of the branch at Canton, it was now found necessary to call a general meeting of members from Hongkong, Canton, Macao and Kowloon at the Tai-ping Theatre in the Sai-kyuen at Canton.

This meeting, it will be remembered, was held, on the 14th October, at 10 o'clock, and was attended by the crews of boats on the Hongkong-Canton run. After the meeting, the ringleaders rushed to the offices of the Seamen's Union, where they dragged out the "reactionaries" and beat two or three of them to death.

The Assault.

In Hongkong, on the 5th October, nine days before this occurrence, a fight broke out aboard the Douglas boat Hai Ning, when a new crew engaged from the "moderate" union at Swatow, were opposed by the old crew on going aboard to take over the mess department. A fight, in which hammers and iron bars were used, followed, resulting in a number of the Foochow men being injured, one of them seriously.

A number went to Dr. Ma Luk's surgery at Queen's Road Central, for treatment, from which a message was sent the police. Ultimately, five of the Hai Ning's sailors, all Cantonese, were arrested and charged with assault. On one of these was found the inflammatory leaflet referred to, which led the police to believe that the man concerned was a member of the Communist branch of the Seamen's Union. However, this man, with two others who were allowed out on bail, has since disappeared, with the result that when the case was resumed after an adjournment yesterday afternoon, only two of the five men originally arrested, appeared in Court.

The witnesses called said that they had been severely assaulted, but, in spite of pressing examination, stated that they could not recall having seen the two defendants amongst their assailants.

Influenced by Recent Events.

This led the prosecuting police officer to remark to his Worship that the recent events in connexion with the Union at Canton, may have influenced the witnesses.

As the evidence was not sufficient to warrant a conviction, Major C. Willson ordered their discharge, but instructed that compensation amounting to \$40 be paid to the three complainants from the balls, amounting to \$400, of the absent defendants. These were ordered to be confiscated.

The health bulletin of Eastern ports, for the week ending October 15, contains the following cases, the figures given in parenthesis being the deaths: Plague, Bombay (1), Rangoon (1), Cholera, Basrah 1, Calcutta (19), Madras (1), Singapore 1, Bangkok 2, Shanghai (2), Amoy 2; Smallpox, Basrah (2), Bombay 3, Calcutta 1 (1), Madras 2, Negapatam 1, Tuticorin 2, Bandjerma 4, Samaranda 4 (4).

BLACKMAILERS AT WORK.

EX-CLD. MAN TELLS OF THE ORGANISER.

HUSH MONEY FOR YEARS.

Ex-Chief Inspector William C. Gough, the Scotland Yard detective who specialised in blackmail cases deals with the problem of the crime and its remedy in an interview given to the *Evening Standard*.

He was for 35 years a detective in the West End of London, being stationed at Bow Street and Scotland Yard, and first came into prominence in connexion with the Oscar Wilde case. Since his retirement from the C.I.D. he has specialised in private blackmail inquiry work, and has been the hidden hand behind the scenes in some of the recent exposures.

Blackmail is rampant in Britain, he said. There are many men and women all over the country who are paying money to the blackmailing pests, and, if they only knew it, paying it quite needlessly. The only thing to do when one is being blackmailed is to go at once to the police.

I have known men to be blackmailed for twenty years before they turned. How much easier it would have been, and how much mental anguish they would have escaped, if they had gone straight to the police at the start.

There are blackmailers of various types. There is the woman with whom a married man has had a liaison. The man lives in constant terror when he finds that the woman is in possession of every fact about his private life, and that she threatens to go to his wife and family.

Visitor as Victim.

But perhaps the visitor to London is the worst sufferer. It is a strange fact that the astute business man on holiday invariably becomes a simple sort of person, and so falls an easy victim.

He may become acquainted with a pretty girl working in conjunction with a gang. Innocently enough he may compromise himself, and some months later when he has forgotten all about the incident he finds a letter informing him that a claim will be made on him.

Back home in his own family circle, the man fears the publicity which will follow any action he might take, and so he pays, hoping to settle it at once, but gradually the demands on him increase.

But compared to the super blackmailers, these are the smaller fry. The swell crook is usually head of a well organised gang, which includes waiters, pseudo taximen, hotel servants, a pretty girl or two, a butler, and some chambermaids, who all await his orders.

Waiters, who are particularly polite, and who ingratiate themselves into a customer's confidence by reason of their consideration for the guest will suggest a little exploration or outing.

Butlers and servants will be placed in households with instructions to intercept the mails, and to commit petty thefts in the hope of obtaining some letter or document to work on. Then the dastardly business begins.

I am against a censorship of the Press. Publicity will help the police to defeat the blackmailer, and it is by the full publication of details and the imposition of stiff sentences that the blackmailing pest will be, if not eradicated, at least cut down to a minimum.

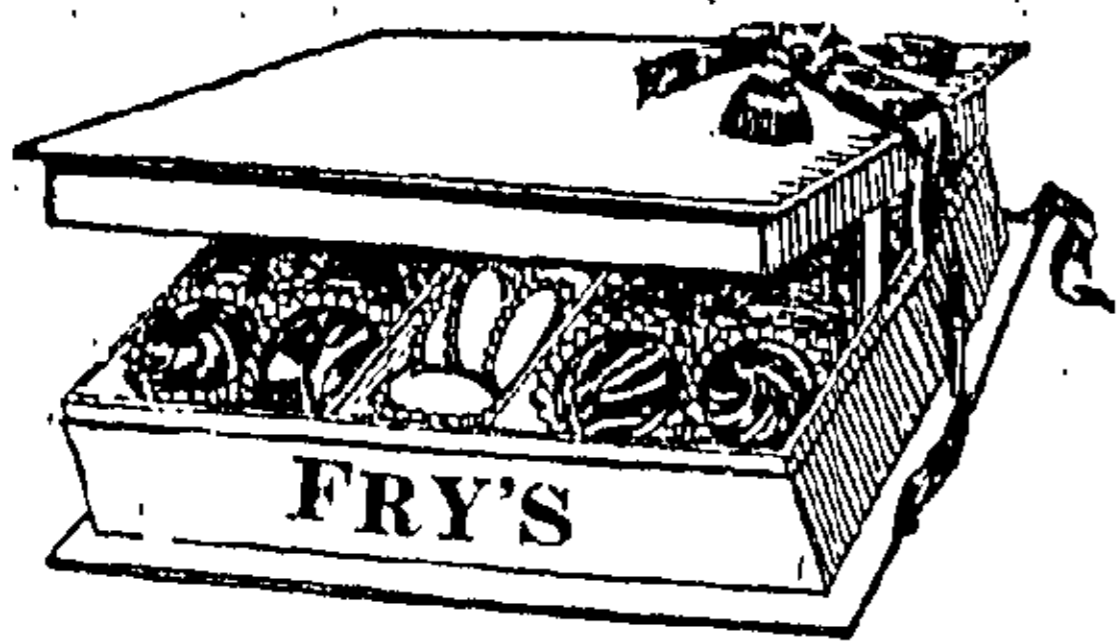
England's police system is the finest in the world. It may not be infallible, but it is as near perfect as possible. Our Magistrates are men of common sense, and will, when they think it necessary, see that the prosecutor's name is suppressed.

An attempt has even been made to blackmail me. Once at Bow Street I had a man up for theft. He made the suggestion to me that I had been corrupted in a previous case, and had obtained a light sentence for a criminal. He suggested that if I did not do the same for him he would divulge the facts. An official inquiry was held on the spot, and the would-be blackmailer got his just deserts.

Mrs. M. Carbery, on a holiday from Kenya, has completed her tests at Stagline Aerodrome for her pilot's certificate by ascending 7,000 ft. in a Moth aeroplane. Her husband, John Evans-Freke Carbery (10th Baron Carbery) already owns two aeroplanes, and has now given Mrs. Carbery a Moth to take back to Kenya.

The *Times* Nairobi Correspondent says that an Aero Club of Kenya has been formed at the instance of former members of the Flying Services, of whom there are about a hundred in the Colony. It is proposed to admit the general public to membership.

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(In leopard skin velvet) ... 3 lbs. \$10.50

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(Tied with purple silk ribbons and bows) ... 4 lbs. \$10.50

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(Illustrated with a beautiful Swiss scene) ... 5 lbs. \$10.00

DANCER

(A novel design with a silk dancing frock imposed on the illustration of a ballet dancer) ... 2 1/2 lbs. \$ 7.50

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(A brilliant, joyous design) ... 3 lbs. \$ 6.00

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(A delightfully rendered subject for illustration, mounted on suede paper) ... 2 1/2 lbs. \$ 5.00

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FRY'S DELICIOUS CHOCOLATES

\$100 JEWEL LOSS CLAIM.

AMAZING STORY BY
DIAMOND DEALER.

JUDGES' HORROR AT LETTER.

London, Sept. 15. A story of an alleged faked jewellery loss was told at the City of London Court yesterday, when Messrs. L. Hill and Sons, diamond brokers, of Holborn-viaduct, sued Mr. Cecil Harley, of Bath House, Holborn, for £22 for goods supplied.

Mr. Harley, who admitted the claim and set up a counterclaim for £15 15s. for solicitors' costs, said when he saw that the famous Golden Dawn diamond was to be sold at Christie's he approached Messrs. Hill, and a day or two later they gave him a yellow diamond, which they said was the Golden Dawn stone they had obtained from Christie's and that a cash offer of £4,500 would probably buy it.

He was unable to sell it to any of his customers and afterwards found that the stone was not the Golden Dawn. Messrs. Hill's solicitors then wrote him stating that the situation arose from a coincidence that a stone called the Golden Diamond was in the market at the same time as the Golden Dawn was being sold. His counterclaim was for his solicitor's costs owing to the mistake.

[The Golden Dawn diamond, weighing 61 1/2 carats, was sold at Christie's last December for £4,550, the Aga Khan being the purchaser.]

In cross-examination by Mr. Valetta, Mr. Harley admitted writing the following letter to Messrs. Hill:

You will be glad to learn that the parcel of rings is intact, and will be handed back to you—on proof being received by me of complete withdrawal of the claim made by you on Lloyd's in respect of the diamond bracelet alleged to have been lost by you, together with a payment to me of the sum of £100, being the reward offered by the assessors. I may be compounding a felony, but I think the underwriters will not take action.

Mr. Harley said that letter referred to a loss alleged to have been sustained by Messrs. Hill which he had reason to believe was a bogus claim on the underwriters.

Mr. Valetta: How do you come to introduce the matter of the bracelets into the same letter as the parcel of rings which you say were intact? What were you trying to do?

Judge Shewell Cooper: Trying to get £100 apparently.

Mr. Valetta: By blackmail.

\$100 Sticking Out.

Mr. Harley: This £100 relates to a claim made some three months earlier by Hill and Sons upon the insurance company. I saw an advertisement in a paper offering £100 reward for information about four bracelets lost in the tube, through Tyler's the assessors. Suspecting from the description whose bracelets they were I called upon Hills at once because I was satisfied that the loss arose out of an academic discussion regarding robbery which I had had a short time before with the two brothers Hill in their office over a cup of tea. They had said how easy it was to claim on the insurance company if one wished to.

"I said to them," continued Mr. Harley, "You have done a most dreadful thing. You have carried out what you said 'could easily be done. They said 'Harley, we have had no loss,' and I said 'If you say that there is nothing more to be said."

"Next night Messrs. Hill arrived and stayed until the early hours of the morning pleading with me not to do anything in the matter. They said their father was dying. I said 'I am a business man, there is £100 sticking out. Whether I have it from you or from the assessors is a matter of indifference to me, but my advice is to get that jewellery returned, cancel the claim, and pay me the £100 for the abandonment of the claim."

Blackmail.

Mr. Valetta: Then it comes to this. You were blackmailing them for £100 on your present statement in the witness box. You know they had forward a false claim?

Mr. Harley: Yes.

Mr. Henry Hill, in evidence, denied that he at any time arranged to pay the solicitors' costs incurred by Mr. Harley in connection with the mistake with regard to the Golden Dawn.

Judge Shewell Cooper said his view was that Mr. Henry Hill was far more worthy of credence than Mr. Harley, who had given a very

RESULTS OF GENEVA CONFERENCE.

ITS EFFECTS CLOSELY
CONSIDERED.

MEETING JUSTIFIED.

The resolutions passed by the Economic Conference at Geneva concerning the causes of economic depression in most European States and the removal of these causes constitute a victory for the evolutionists, i.e., for all those who believe in the necessity and possibility of all civilized countries systematically co-operating in certain economic spheres without destroying the sovereignty of the individual States, writes one who took part in it, in an exchange. It is highly significant that these resolutions were adopted by a gathering which, in composition, could scarcely have been more heterogeneous, not to say antagonistic; it represented capitalism and bolshevism, protection and free trade, employers and employees, commerce, manufacture and agriculture.

Anyone acquainted with the opposing interests existing even within the various groups themselves will appreciate the work achieved by the League of Nations in harmonizing, to such a degree, all these conflicting interests. Those who had an opportunity of observing how, despite the protectionist policy of their Government, the French delegates did all in their power to prevent the Conference from coming to grief in consequence of their country's attitude must see therein a striking practical example of the intense desire felt everywhere to-day for the preservation of international solidarity. It is greatly to the credit of the League that it has, by means of the Economic Conference, confirmed this solidarity and the necessity for international co-operation.

Supported by the authority of this assembly, the idea of co-operation and of a general balancing of international economic interests will gain ground in all countries and will promote and accelerate the economic development of the world for the benefit of the great masses of mankind.

Time Needed.

This will, of course, take time. Big States are still dominated by the notion that their national security requires them to be economically independent of the rest of the world—a notion which, in its present exaggerated form, conduces all the more and all the more certainly to financial ruin inasmuch as it is only a tradition of a defunct historic era. But the recognition of the fact that international competition, more particularly as practiced in Europe, is to the detriment of all, will make itself more and more felt and will gradually enlighten everywhere that public opinion from which the Geneva assembly expects, above all, a change in the super-individualistic economic policy of many governments and parliaments. "It was no mere empty phrase, spoken without conviction, which fell from the lips of the President of the Conference, M. Theunis, when he said: 'After the terrible breakdown of Europe, which made itself felt throughout the world, a restoration of the old well-being can be brought about, only as the outcome of common effort. The day will come in which the results of our labours will materialize in the form of greater human happiness.'"

The Conference has left it to the League to carry out a number of technical tasks connected with the world's economy. Among these is the unification of tariff nomenclature, the simplification and standardization of customs tariffs whose complications are at present legion; the League has also been requested to watch the development of the international industrial agreement movement; to collect statistics in regard to industry etc. The carrying out of these measures, calculated as they are to facilitate international economic life, would, in itself, justify the holding of the conference. In the interests of the world's peace and of the general progress of civilization, it is, however, to be hoped that the work of Geneva will be developed and completed in the sense indicated by M. Theunis.

unsatisfactory story concerning the letter.

"I do not want to use language unduly strong," added the judge, "but I must say that the letter fills me with horror and disgust, and I do not feel disposed to believe a man who can write a letter of that description, as opposed to one whom I believe to be a perfectly honest diamond merchant."

Judgment was given for Messrs. Hill and Sons on the claim and counterclaim with costs.

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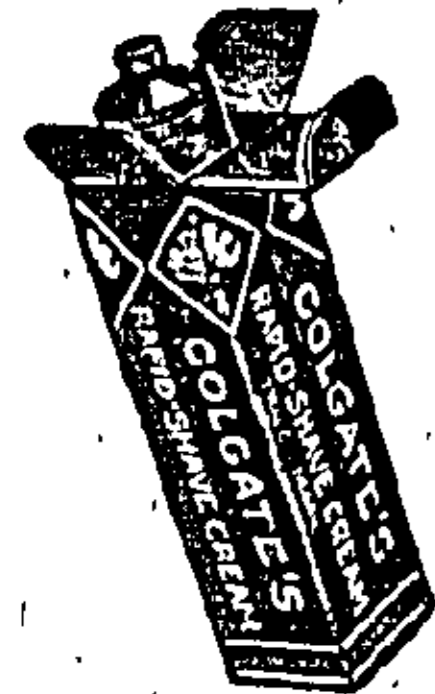
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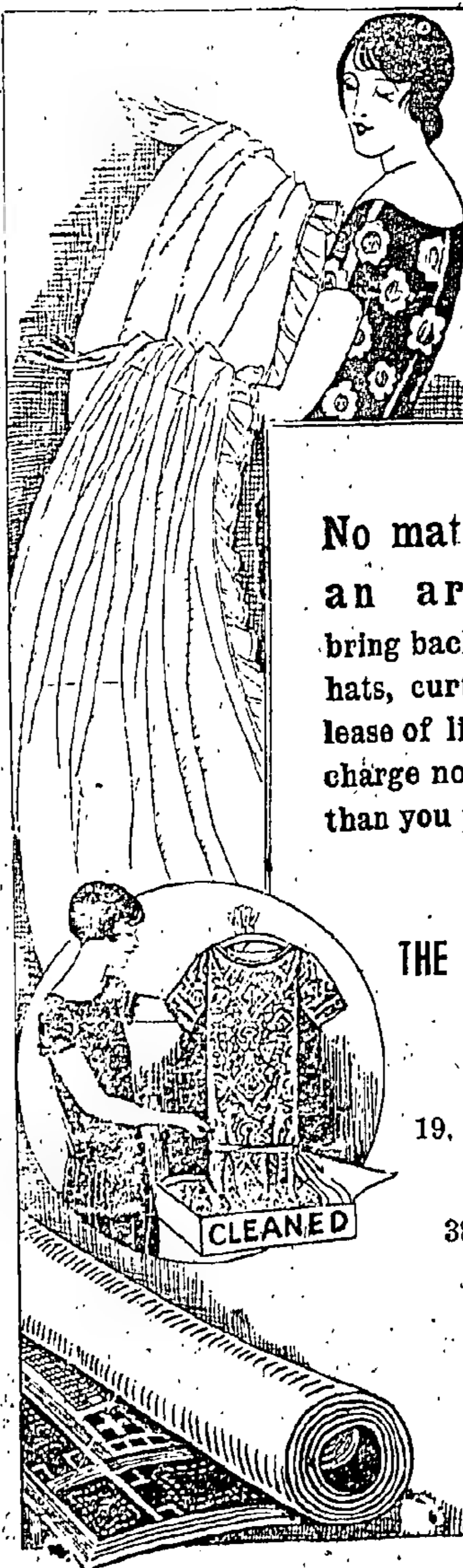


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WITH THE STARS AT HOLLYWOOD.

THIRTEEN-YEAR-OLD IN WILD WEST PLOTS.

GEORGE JESSEL AMBITIOUS.

Hollywood: One of the hopeful wrinkles of the movie business is being built around an ambition to take "Buzz" Barton, a thirteen-year-old freckle-faced youngster, and create a boy Tom Mix or Bill Hart.

The lad comes from Missouri, which is a good sign, and he can ride horseback. He has been around the movies a bit, doubling for stars in childhood roles where bits of horsemanship were required, and he has completed some seven westerns with Jack Perring. Now he has been signed up by F. B. O. to star in a series of westerns, the first of which will be started in the near future.

The press agent story of how "Buzz" got his nickname, you can take or leave as you please. Anyway, the official boy biographer says that when "Buzz" was passing through Arizona with his family, a cowboy with a perverted sense of humor bet the lad he couldn't stick on an unbroken mustang, fresh from the range. The kid got on, and struck. As he came back, someone made the remark, "Here comes young Barton, buzzin' right along," and the Buzz part struck.

Buzz is now in the seventh grade in school, but his education isn't being confined to four walls. He tutors on the side to cow-punchers, riding masters, trick rope twisters, and two-gun experts, the big idea being to make a Frank Merriwell of the west of the youngster.

George Jessel's Hopes.

George Jessel started out selling papers at the stage door at the age of nine. Since then he has filled every kind of a job connected with the stage. And because of his success, the movies have lured him westward with their ever ready money bags.

Jessel might be cited as an example of a man who has risen to immediate cinema stardom, for he started as a star. He was never an extra.

He started out on the stage at the age of nine because his father died and he had to do something to earn a living. When he was about twenty he tried his hand at writing plays and songs. Several of his plays have made money. "The Jazz Singer" being most successful.

It is interesting to hear Jessel's views on the vitaphone—the invention which really gave him his start in pictures.

"I believe the vitaphone has about had its run," he declares. "It is so make-believe. It is impossible to make the public believe anything is real when they see the image on the screen and hear the voice coming from some other part of the theatre. The secret of success in the motion picture industry has been that the public believes what it sees on the screen. The vitaphone will in time dispel such a belief."

Jessel is now rushing work on "Ginsberg the Great," his second feature picture, so that he can get back to New York for a winter stage engagement. The story is supposed to have been written around George and actually comes pretty close to telling of his early day struggles when he was just a nobody.

"In about five years from now I am going to quit acting—if the public doesn't make me stop before," he says. "Then I am going to produce plays and movies the way I want to. Perhaps I will act in one of my own pictures and make it right. I don't like this idea of hurrying through a picture as fast as possible, although I know it must be done in a large studio."

"I want to take eight or ten days on one gag if necessary instead of doing four gags every day."

A Miscellany.

Here and there about the celluloid hamlet: Lon Chaney without any make-up... and he really isn't hard to look at despite the horrible characters he sometimes depicts for the movie cameras... West Hollywood, which is soon to become a new studio center... Mack Sennett started the ball rolling by announcing he will build a studio there... then several others fell in line... Vera Steadman without any stockings... John Gilbert talking to a Beverly Hills cop... he is on pretty good terms with the uniformed boys out there now... Helen Ferguson coming out of Henri's... wonder where she has been hiding out... in the last time I saw her was in Las Vegas, New Mexico, where she left an eastbound movie special to return to Hollywood... George Jessel and Clarence Brown buying cigars... George doesn't have to act funny when he's smoking a cigar... he always buys the biggest one possible... and the sight alone is good for laugh... Marjorie

SEVEN DEAD IN FIRE.

MOTHER AND FAMILY PERISH. TRAPPED OVER SHOP.

Londonderry, Sept. 15.

Seven persons—two women and five children—were burned to death in a fire in Londonderry this evening. The dead are:

Mrs. Annie Cowley, the wife of an ex-soldier, and her children: Edward, aged 16, Veronica, aged 7, James, aged 4, Isabella, aged 12 months.

Mrs. Nellie McCourt, aged 20 (Mrs. Cowley's married daughter), Nellie McCourt, aged 10 months (Mrs. McCourt's baby).

All the bodies were found in a bedroom.

The outbreak took place in the drapery shop of Mr. Alexander Byrne, of Butcher-street—in the heart of the busiest part of the city. The family occupied the top storey over the shop.

People passing saw flames suddenly burst out of the second-floor windows of the building. Within a few seconds of the first shoot of flame it could be seen that the floor was a blazing furnace.

Almost at once, before the people could spring forward to rush to the building, they saw a young woman with a tiny baby in her arms at a window in the flat above. Flames were then creeping upwards from a window below.

The fire, which is believed to have started on the middle floor at the staircase, spread very rapidly and soon the staircase was practically destroyed preventing the trapped people from making their escape.

Meanwhile, a huge crowd of horror-stricken people had gathered in the street. An eye-witness stated that, despite the great clouds of smoke and flame, they could occasionally see figures at the window.

The fire brigade were beaten back by the smoke and flames when making desperate effort to enter the blazing building.

In a last effort to save the people sheets and blankets were held out below the window in the hope that they would jump into them.

Mr. John Carton, who lives in an adjoining house, said:

I saw one woman at the window when she broke with her hands. I heard her cry out, "Oh, save me and my children." Running home, I got out a quilt. Some other men came and helped me to hold it, and we shouted to the woman to jump, but she said would not leave her children.

When the police entered the room where the bodies were they found Mrs. Cowley crouched at the window with an infant in each arm. Mrs. McCourt was lying across the bed and the three other children were huddled together on the floor.

Another of Mrs. Cowley's children, a little girl named Lily, was out on an errand when the fire occurred and returned to find her home in flames. She was handed over to friends.

Mr. Cowley lost a leg in the war and is at present in hospital in Belfast.

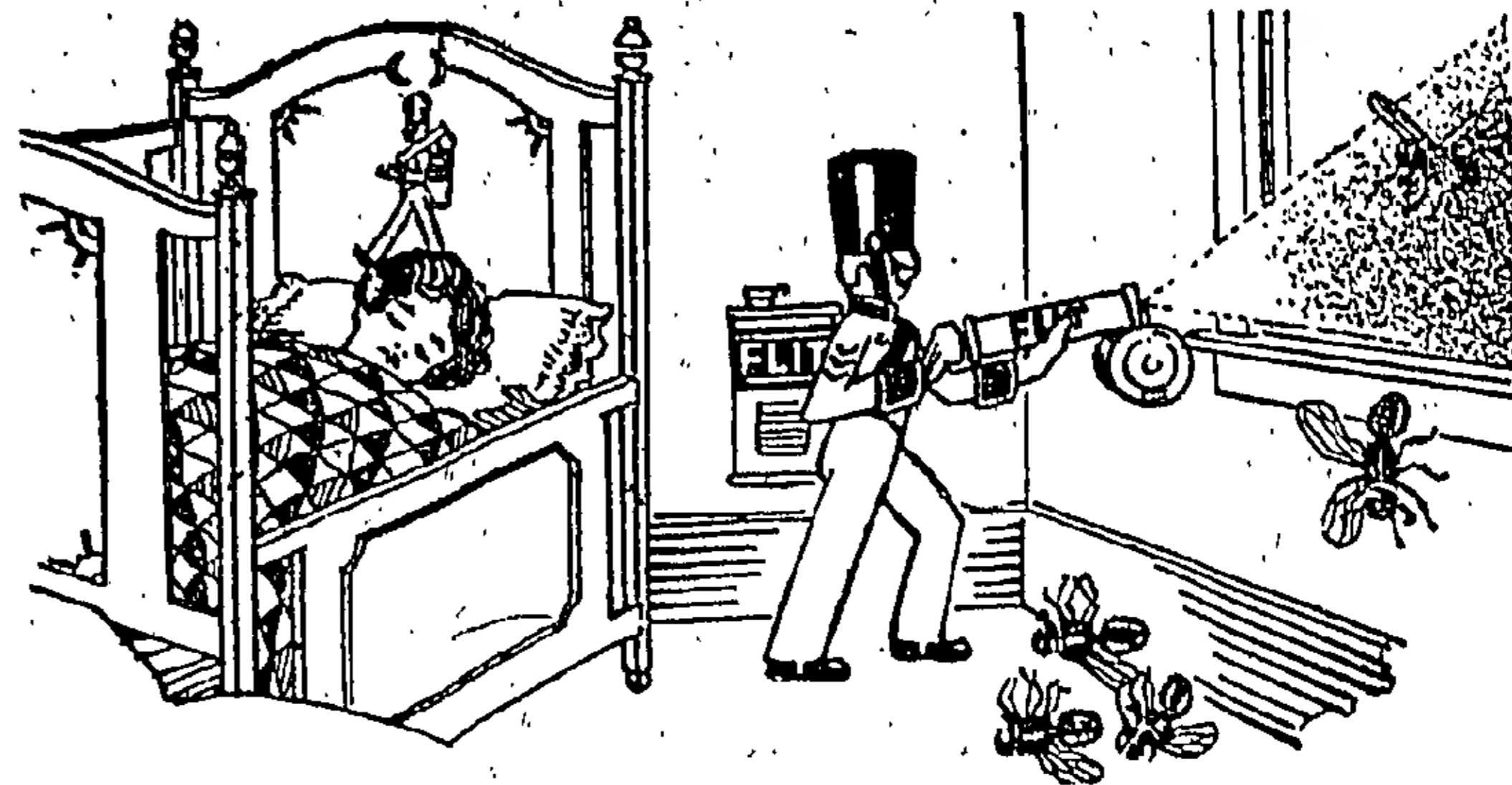
Becky, one of our young actresses who has bright prospects ahead... wonder what has happened to Lolita Lee... immediately after Barbara La Marr's death she was touted as the girl who would "carry on" for the popular actress... but she seldom is heard of now.

There's Francis X. Bushman, just back from a long sea-going vacation... wonder what he will do next... it's surprising now, some of our cinema players can keep going indefinitely while others are up for a few years and then pass on to oblivion. Jack Munnell and his wife going into the Montmartre... Jack tells me that his fan mail is increasing by leaps and bounds these days.

On the Universal lot Laura La Plante talking to Reginald Denny about the olden days when they used to be co-starred... Hoot Gibson riding a new horse... lovely Barbara Kent and Mary Philbin going into the care... Mary will soon be leaving for the United Artists lot to work in D. W. Griffith's next production... she has almost died, cinematically speaking, in the last year.

Charley Farrell went home a few days ago. But that trip back to Massachusetts was more than just a vacation. When Charley left home to come to Hollywood three years ago he was all but disowned by his family, who wanted to see him make something of himself. For a while the cinema road was rough and he almost gave up. Then came a featured role in "Old Ironsides." His parents, believing their boy had made good, sent him the money for his fare home. Charley sent it back—he wanted to do something bigger. He did, in "7th Heaven." So now he has gone home for a brief visit.

A short time ago, I quoted Constance Talmadge as saying that the best way to get along in the world was to be yourself. To-day's mail brought me two publicity stories quoting actors as saying the same thing. I hope they were sincere and that more of the film folk will adopt the same idea.



Flies Are Children's Deadliest Enemies!

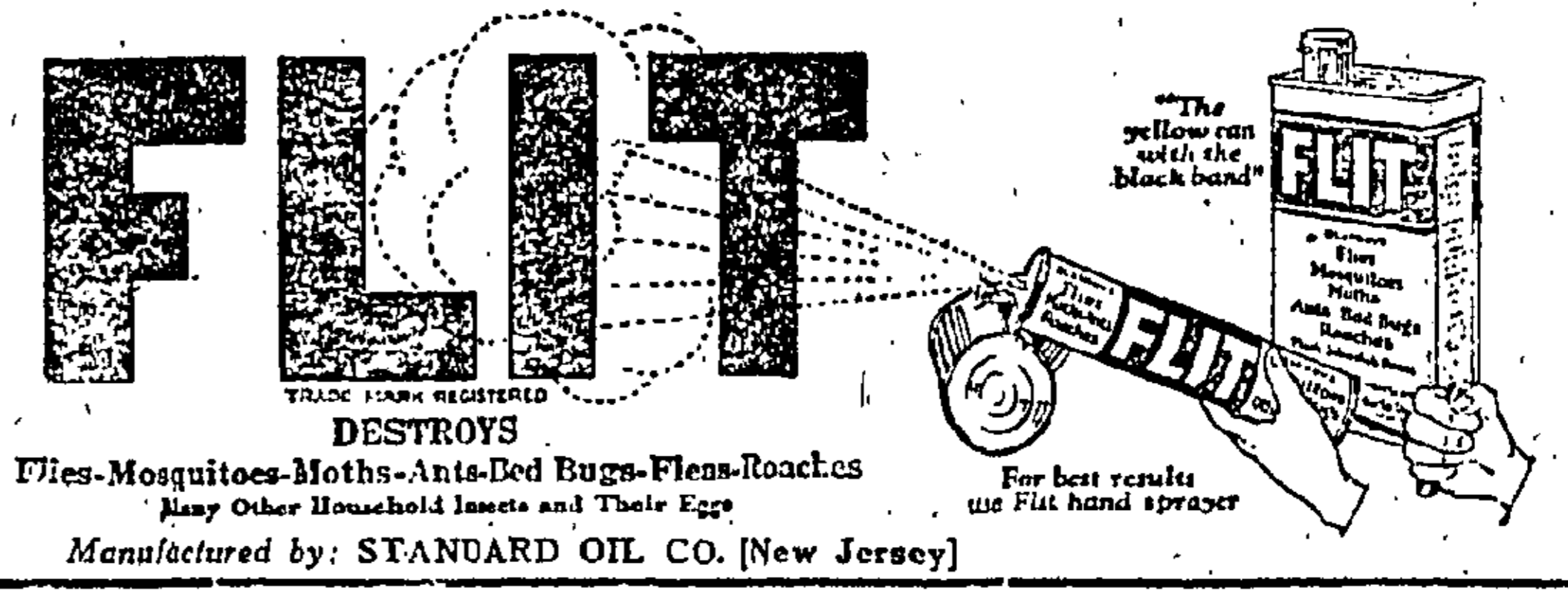
THE fly is the greatest murderer known. Thousands of babies died last year as a result of diseases carried to them by flies. Flies are largely responsible for summer diarrhea and other intestinal disturbances in children.

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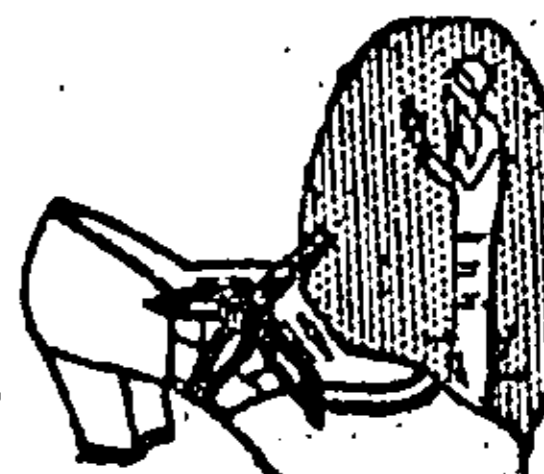
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WOMAN'S World



CROWS' FEET MAY BE MASSAGED AWAY.



Crows' feet, those fine wrinkles around the eyes, are often the first sign of age. They are caused not so much by years as by too dry a skin, one that lacks both oil and moisture. Drink from eight to ten glasses of water daily and use a good rich skin food twice a day to eliminate them. Massage is the most helpful way to eradicate them. Dip the tips of your fingers in muscle oil, or sweet oil if you lack the prepared lotion, and beginning at the outside corner of the eye, massage very, very gently under the eye towards the nose, rounding upwards and making a circular motion over the eyeball towards the outside of the eye again. Lift fingers from eye and begin again. Massage each eye ten times. Then gently pat the outside sides of the eye where the wrinkles appear. Leave muscle oil on all night.

MOTLEY MUSINGS.

"A MODERN WIFE."

A woman witness was, according to a Home paper, asked in a court of law to describe a woman. Her reply was, "She is a modern wife; two rooms and a two seater."

Have you heard these two school boys howlers I wonder, they are typical products of this age of progressive polygamy. "Acrimony" is said by one young cynic to be "Another name for marriage, sometimes called Hilly." Another child announces that, "Milton wrote Paradise lost; after his wife died he wrote Paradise Regained."

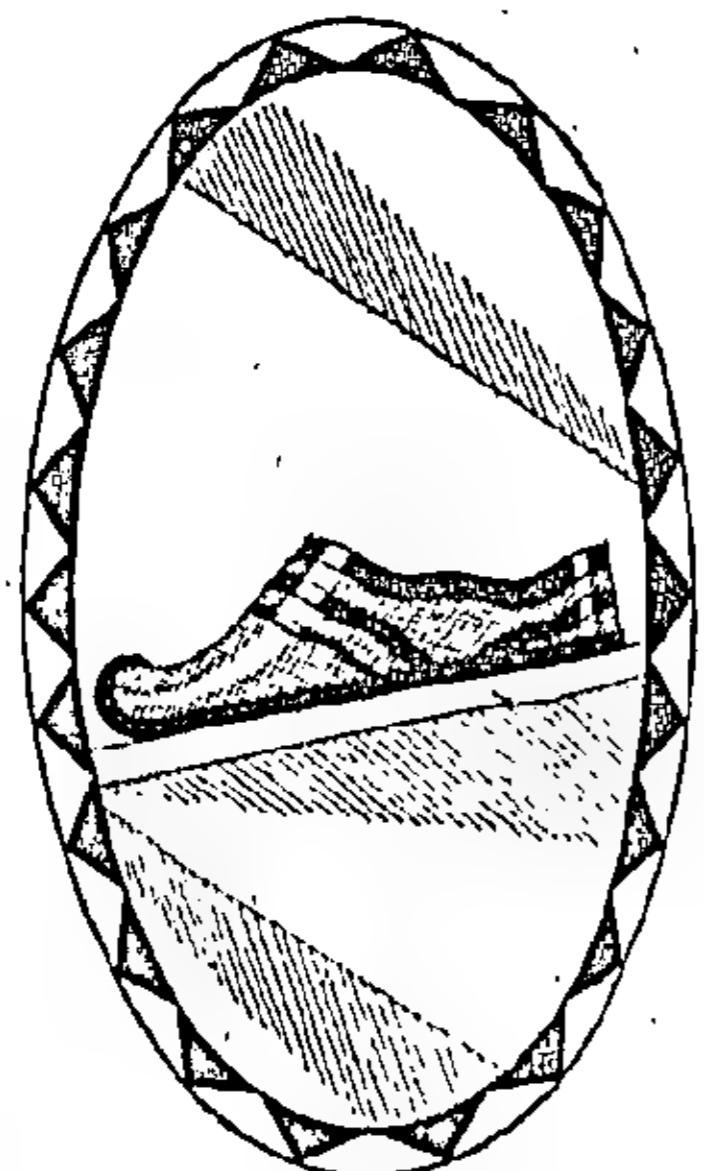
"Etiquette—a guide to Public and Social Life" by Mrs. Massay Lyon is full of interesting things. She points out the reason for some of our modern customs of courtesy which are a legacy from an earlier civilization. "A man raises his hat to a woman because his ancestors in armour raised their visors; he removes his glove to shake hands because, when the battle of life was fought with weapons instead of words, a glove could conceal a knife or dagger, and he emphasised his friendliness by drawing off the deep gauntleted covering of his hand and leaving it bare; a man takes the outside of the pavement in walking with a woman or with one of higher rank, as a relic of Norman-French times, when the introduction of gutters rendered it possible for the person outside to be pushed into them—and gutters were often dangerous ditches in those days, and indeed little better in many cases until early Georgian times."

"So I asked him" said a voice behind me on the Peak Tram, "how he proposed to get them across the harbour. 'Oh' he said 'by sampan.' I wanted to know how many he would put in one sampan and he said about six. Well, I've had a good deal to do with mules but I can't see six in a sampan! I do like the way these chaps give their orders."

We too should all like to see six mules in a sampan, but it would be a brave boatwoman who would undertake the load.

In laundering lingerie of coloured silk, use a bit of dye in the rinse water from the first. Don't wait for the garment to fade. Keep it its natural colour.

MODERNISTIC.



A modernistic bonjour slipper of Oriental inspiration with its turned up toe is a new arrival from Paris. Of bright blue kid with a back half inch sole and three degrade bands of patent leather.

"THE BOGEY MAN."

BEARS OR A TIGER.

"The Bogey Man" who used to play so terrifying a role in Victorian nurseries is, happily, very much a thing of the past in England, but amahs are not above resurrecting a Chinese version to inculcate good behaviour in their charges.

Amahs have a good deal to recommend them; their wonderful patience and rather stolid temperaments are an excellent corrective to the excitable nerves of English children, but this question of the bogey man is a serious one and mothers should be very watchful lest their children are frightened. It can serve no good purpose to frighten a child, and irreparable damage may be done to its mental development. No one who gave a moment's real thought would not be horrified at the idea of a baby awake listening for the pad, pad, of a fierce tiger who would come and devour it because it had been naughty.

Tigers and monkeys are the favourite bogies with an amah and it is a little difficult to know how to correct the bad impression if they have already succeeded in frightening the child, though of course the offending amah should

FLOWERS AND FLOWER STREET.

A VIA DOLOROSA FOR THE UNWARY.

All flowers are lovely, best of all those we cut in our own gardens with the dew still fresh upon them. Here unfortunately most of us have to rely on Flower Street, whose wares are as lovely and as treacherous as the East. I which they are so typical. Flower Street gives you a catch in the heart when you see it for the first time and is at any season of the year a lovely sight, but Flower Street is also a via dolorosa. When after triumphant haggling you have borne your lovely burden home and start the delightful task of "putting up" the flowers bitter disappointment may await you unless you are an "old hand." The blooms are not merely wired, they are often nipped off at the head and mounted on alien stems.

Saltpetre.

It is better to use rain water than hard tap water for flowers, and it should be easy to do so here with our regulation inch every three days. But if you cannot obtain it, there are a number of substances which will help, when dissolved in their water to keep flowers fresh. A pinch of salt, a lump of washing soda, a lump of sugar, all have their champions, but I have found a pinch of salt petre, which contains nitrogen, or a tablet of aspirin are the best.

Daily Care.

The water in which flowers are kept should be changed daily. At the same time about a quarter of an inch should be cut from the end of each stalk, because when a flower is cut the sap oozes out and seals the end of the stalk thus preventing the drawing up of nourishment. Flowers need plenty of fresh air and soon die if kept in a stuffy room, and it is always wiser to keep them away from the dust rays of any artificial light.

And for Brides.

White is no longer considered essential for a brides bouquet, generally she chooses her favourite flowers, and a sheaf of lilies white or golden has been very popular of late. Bridesmaids often carry tight Victorian poses instead of the more formal bouquet and one of the latest ideas is for the posy to be carried in a small, ribbon decked, basket.

Tulle is generally used to tie the bride's bouquet when a "fluffy" bridal gown is worn, but tissue ribbon is usually preferred when the gown is of the more severe medieval type. It takes about 2½ yards of tulle to tie a bouquet.

be told that her job depends on not repeating the offence. Picture books which show animals in friendly postures can be illustrated by stories on the Jungle book lines giving an impression of the happy intimate life of the animals. How the mother tiger taught her babies to play and wash themselves, how they took walks together etc. Alternatively you might find a nice cuddle-some toy tiger or monkey with which the child could not connect anything sinister, and pets in the house are always a safe corrective of the fear of animals.



A charming little all occasion frock in ivory crepe-de-chine, the distinctive note being the fish effect of the jumper. The skirt is plain except for the side pleats.

AFRAID OF THE DARK.

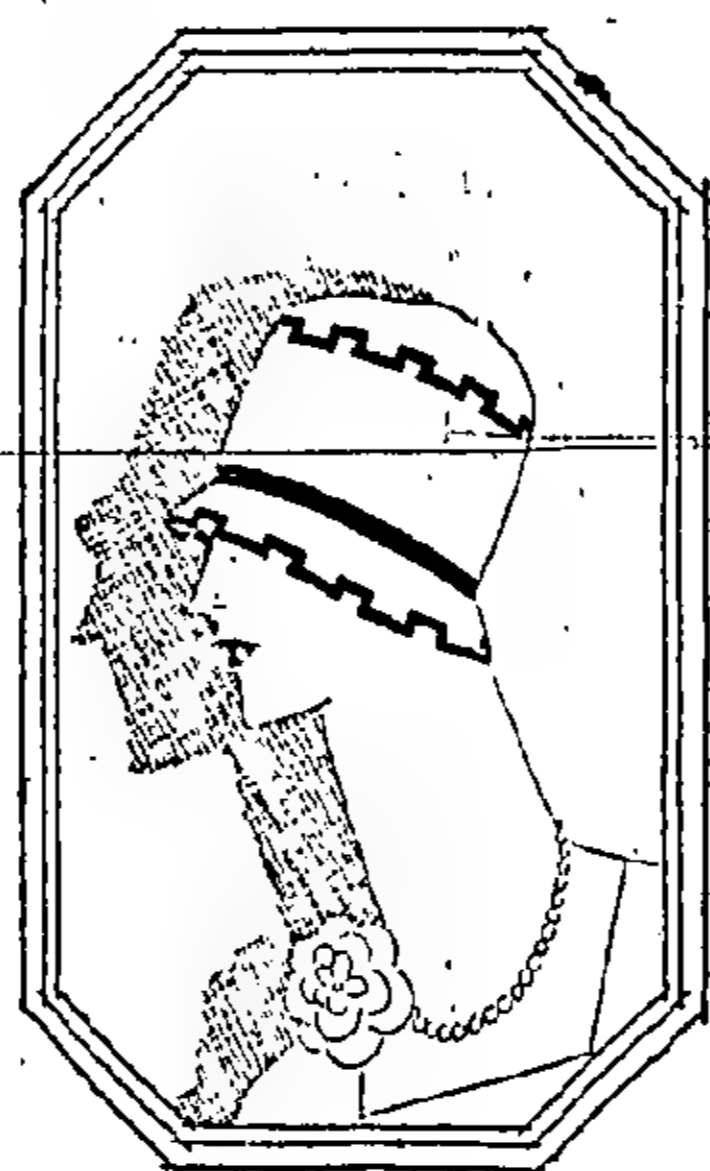
THE TERRORS OF CHILDHOOD AND THEIR PREVENTION.

It generally assumed that it is natural for a child to be afraid of the dark, of thunder, and sudden noises and that the child must be laughed out of such fears or even punished for them.

Inherited Fears.

Nothing could be more wrong and cruel, childish fears are not natural and are due in the main to inheritance or wrong upbringing, and in some cases to experience. A great deal is due to prenatal influences. It often happens that if the mother has been frightened by a storm or a dog, for instance, before the birth of her child, the child will show

FRETTED BRIM.



The small closely fitted felt hat is still determined to be in the lead. A novel treatment is shown in this brown felt cut in a fret design and bound with darker brown gros grain ribbon.

fear of thunder or dogs. I remember a case in which an expectant mother was badly frightened by a horse falling just beside her in the street. The child, a boy, for many years faints everytime he heard a crash as of something falling. But the root of the fear may go still further back, to the childhood of either parent. If a fear has been suppressed, especially through apprehension of ridicule, during many years of the parent's life it is very likely to appear in a worse form in the second generation.

Fear Suggested.

It is both foolish and cruel deliberately to suggest fears to a child; an admonition not to be afraid of the dark if the child shows no signs of being so, immediately peoples the night with terror. "If mother says 'don't be afraid' there must be something to frighten me." To belittle a fear with ridicule or to punish a child for nervous dreads is still more cruel. It leads to a suppression of the child's feelings which may have terrible and far reaching effects.

Watch For Signs of Fear.

The wise and loving mother is very watchful to detect signs of fear in her children, and to help them to rid themselves of the burden. Even tiny children, however, are secretive and are very sensitive of ridicule, and it is not unusual to hear a mother say "I had no idea that Jack was afraid of the dark until he was quite a big boy." It is a terrible thought that our children may be suffering quite unnecessarily because we have failed to foster the bond of sympathetic understanding between them and ourselves.

Discover The Reason.

When it is found that a child is afraid of anything, of the dark, of horses, or thunder, or for some inexplicable reason of so harmless an object as a particular vase or picture, which is by no means unusual, every effort should be made to discover the reason of the fear. Questioning will not generally effect this, for the child will prevaricate to avoid being laughed at or often does not know himself. Careful observation of the child's habits and a search into family history may however discover the cause.

Overheard.

"Little pitchers have long ears," the proverb says; the child playing quietly in a corner hears a great deal more than most people realise, and half understood words and phrases become terrifying. "I hate that picture," it gives me the shivers." You may exclaim, and the small listener is quite capable of connecting "the shivers" and the accompanying gesture of fear with the first picture upon which it turns its innocent gaze.

RARITY IS NOT BEAUTY.

BY OLIVE ROBERTS BARTON.

A century ago a German family emigrated to America. They brought furniture, dishes, clothes, and a family of kittens. But from the dear old garden nestled at the foot of the Vosges mountains the Grossmutter had brought her seeds—carefully sorted and cherished for the little American garden that was to be.

When the ground was cleared and the logs had been used to build the little cabin on the homestead just west of the Alleghenies—when the barn was finished and the pig pen, and the few animals installed that they had been able to buy in their western pilgrimage, then would Grossmutter start her little garden.

There were to be wax-flowers, hydrangeas, and even Easter lilies. There would be hollyhocks and bachelor buttons and feverfew, sweet William, zinnias, and everything that Elizabeth loved in the "German garden" we have read about. And so it came to pass.

Among other things in Grossmutter's garden was a flower called blazing-star. It was a deep, bright startling red—some indeed were a rich royal purple. All is gone now. The house, barn, and family have disappeared. There is nothing but a field of flowers, purple red, that waves gracefully in the wind, a memorial to the dear old grandmother.

For years the public has driven along the highway beside it. For years people have said, "What a pretty colour those weeds are!" But no one stopped. Women giving parties drove by on their way to florists to buy expensive flowers. "What a pity those flowers are only weeds," they would remark as they passed the field of blazing beauty.

A botanist came to lecture to a club. "By the way," he remarked, "You have an eighth wonder of the world right here at your front door—one of the two existing patches of blazing-star in the country!" He gave it its botanical name also. From beggar to aristocrat in a minute!

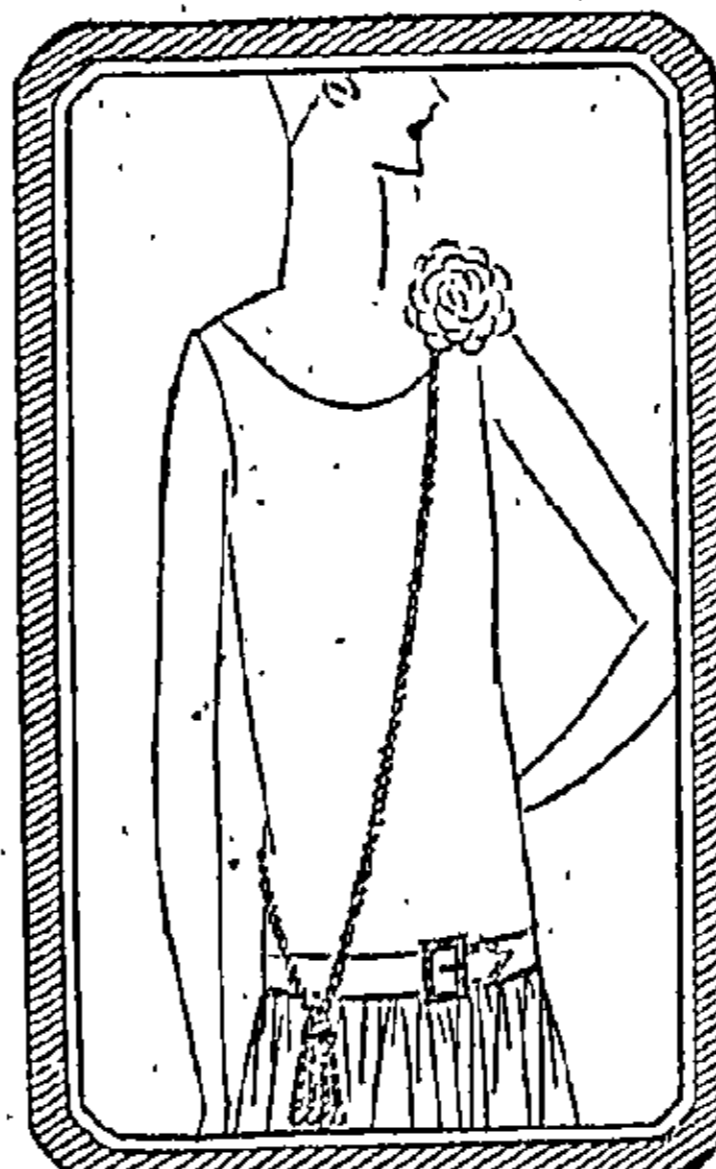
In a few days the field was devastated. The flower became the fashion and florists sought the seed.

It seems that our definition of beauty is something that is rare or expensive. Would we love diamonds so well were they to be shoveled off beaches, like shells?

Do You Look Under Your Bed?

It seems a small thing to ask of parents that they should try to lift the burden of fear off the minds of their children; and it is certain that more would do so if they understood something of psychology. If every mother who is nervous about sleeping alone in the house, or who looks with half ashamed hurry under her bed every night, would try to discover what early impression caused the fear which haunts her despite herself, she would see to it that her children were not burdened in the same manner.

NOVELTY.



Interesting details of the new tulle evening gown are the tailored belt and buckle of the brilliant and the long rope of brilliant ending in a tassel worn, hunter fashion.

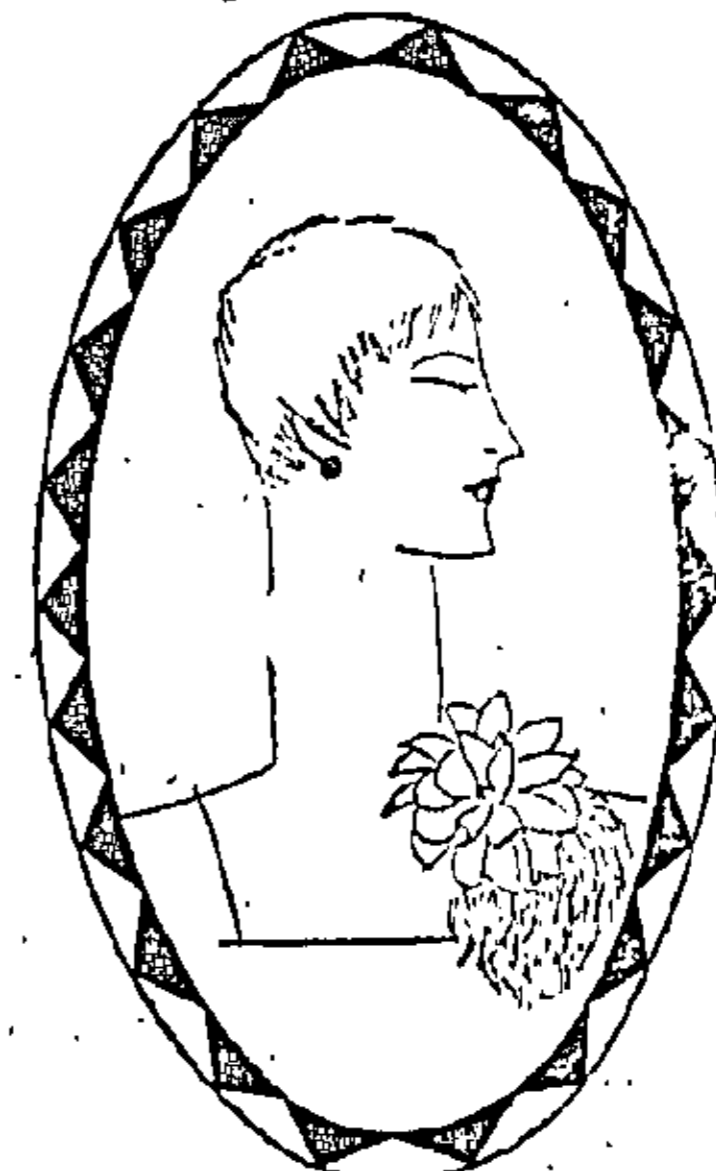
MASSAGING MUSCLES HELPS KEEP MOUTH BEAUTIFUL.



To lift sagging muscles around mouth, massage and exercise are needed. It is even more important to cultivate a happy expression, as worried, dissatisfied looks cause more drooping mouths than years do.

Massage when applying skin food at night. Place the two first fingers of each hand together at the centre of the chin. With firm, upward stroke massage around mouth, pushing the flesh upwards. When fingers meet at middle of upper lip, remove fingers and begin again. Repeat 10 times. To exercise—Purse lips to form a Q. Hold a few seconds while you repeat aloud, "Q, Q, Q." From that position stretch mouth open tautly to say "X," making as much of a face doing it as possible. Repeat a dozen times morning and evening.

CONTRAST.



A double buttonnair of two different flowers of contrasting colours is very new and exceedingly smart.

FASHION HINTS.

Redingote Dress.

Nothing is newer than a black broadcloth redingote dress which Lelong makes distinctive by an intricately tucked design for trimming.

New Blouse.

The newest thing in autumn blouses is the angora jersey blouse topping a printed velvet, tweed, crepe or even broadcloth skirt.

Evening Colours.

Evening gowns for autumn choose white for the most popular colour. Next come yellow, green, new blues and intense lavender-purple hues.

Gracious Lines.

A blonde satin crepe tea frock has a circular blouse, wide darling cuffs and blouse-jabots of matching lace to give it gracious lines.

Afternoon Shoes.

Light coloured kid slippers for afternoon have hand-embroidered inserts, straps and heels of elaborate design to match the gown they accompany.

Accessory Ensemble.

Pigskin belt, gloves and hat band form one of the new accessory ensembles for autumn chic. All have square gold buckles for ornament.

BUSINESS AS USUAL.

ENGLISH ROSES IN THE EAST.

The days when it was an accepted axiom that English women, who had lived for any length of time in the East, should be faded and sallow at quite an early age, are happily, a thing of the past. But the English roses which bloom so triumphantly here in Hongkong are not kept without an effort.

Out Size.

It is too fatally easy to sail along under the happy delusion that your slender boyish figure will be your lifelong companion. So easy to remain oblivious of the extra inch here or fullness there, or of that suspicion of a double chin, until one day some smiling saleswoman holds out for you inspection a dress marked "matron" or even worse O.S.

Never Let Go.

How easy too it is to shut your eyes to faded hair or a wrinkle deceiving yourself with the reflection that the heat has made you look a little fagged, and you will be all right when the cooler weather comes. Slimming treatments are not necessary unless you have let go and indulged in things which you know are unwise, rich food, long hot baths, and laziness. Complexions need careful and hygienic treatment in the days of their youth, if they are to remain fresh and wrinkle-free all through life.

Health and Beauty.

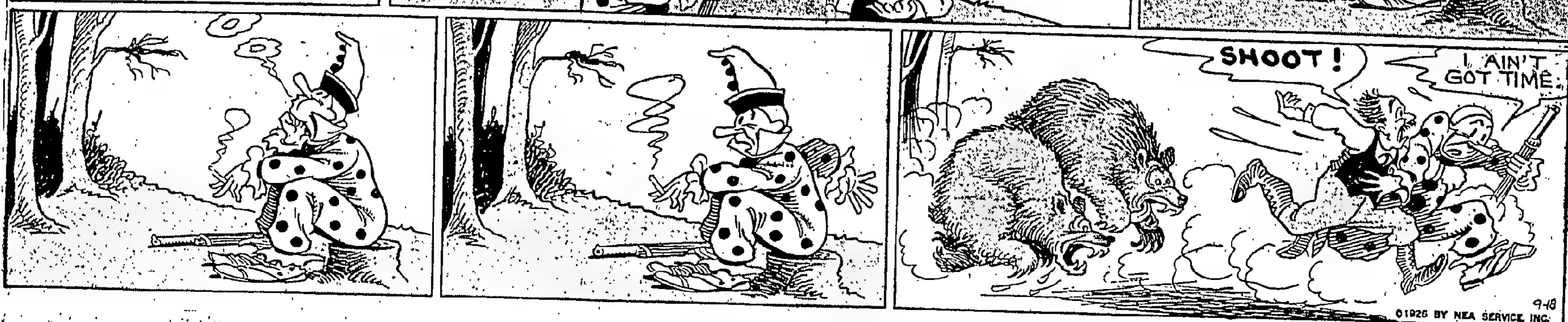
Health is the fountain of beauty, and can be encouraged and maintained by following common sense rules of living and nipping minor ailments in the bud before they become serious. Morally too you must cling to self respect. It is not self respecting to be down at heel or down in the dumps, to look less lovely than you can, even when the climate melts or freezes you. Amour propre is responsible for more lovely women than the beauty parlours.

Give Up Gracefully.

And then there is the rare and subtle art, which seems to be unfashionable to-day, of knowing when to give up and discard the things which are no longer worth holding. Spurious youth, seventeen from the back and fifty when you see her face, is one of them. Every age is charming; but while a woman owes it to herself and to the world to remain young as long as she can, she must remain young of her age, and not seek to stand still.

Jo-Jo the Jester

By *Jim Lavery*



SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

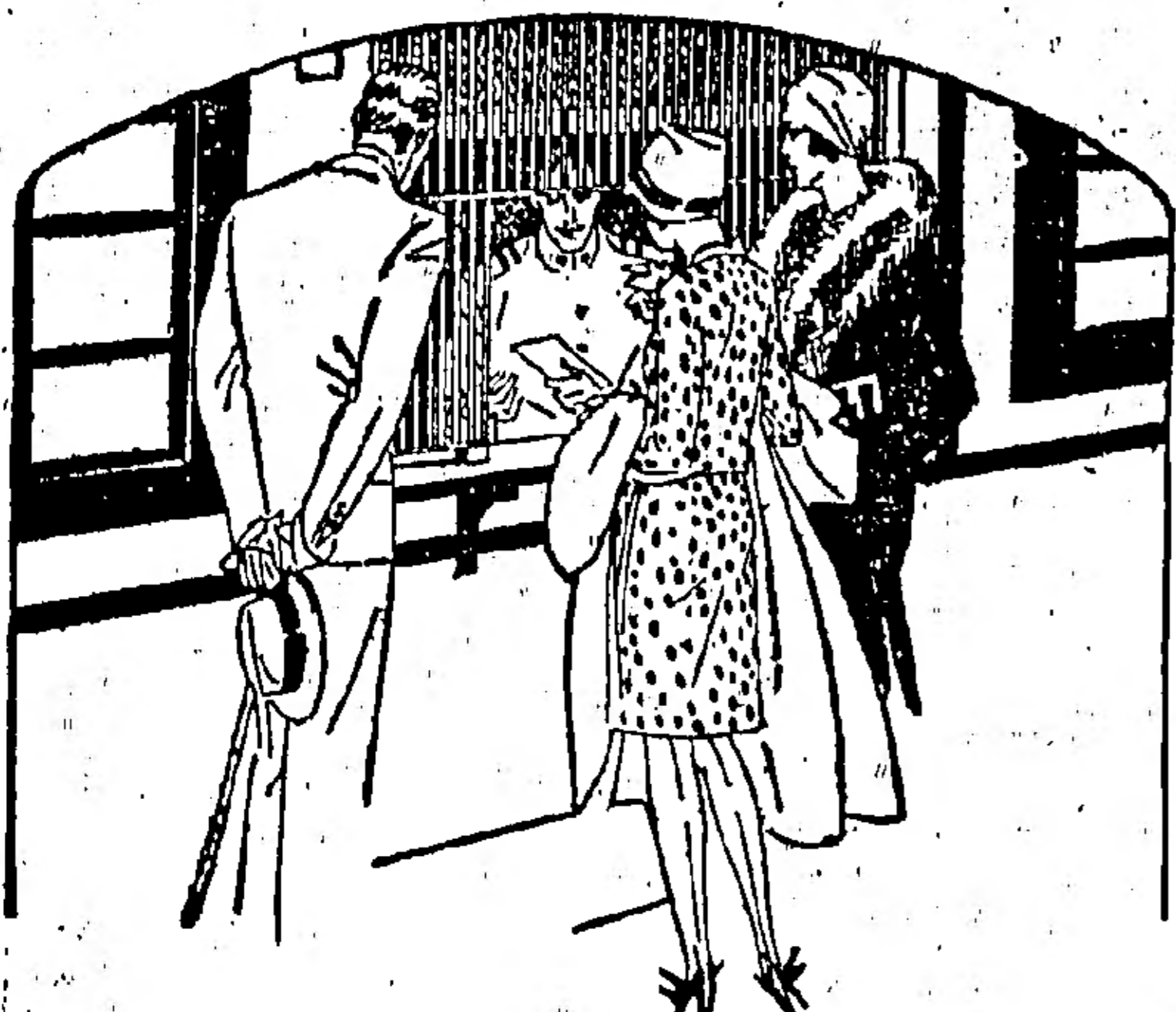
THE MERAFIELD MYSTERY.

(Author of "The Third Degree," "Fatal Glove," etc.).

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The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

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Pres. Jefferson... Tues., Nov. 8th	Pres. Grant... Wed., Nov. 16th
Pres. Lincoln... Tues., Nov. 22nd	Pres. Cleveland Wed., Nov. 30th
Pres. Madison... Tues., Dec. 6th	Pres. Pierce... Wed., Dec. 14th

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Pres. v. Buren... Tues., Oct. 25th, 8 a.m.	Pres. Adams... Tues., Dec. 6, 8 a.m.
Pres. Hayes... Tues., Nov. 8, 6 a.m.	Pres. Garfield... Tues., Dec. 20, 9 a.m.
Pres. Folk... Tues., Nov. 22, 8 a.m.	Pres. Harrison... Tues., Jan. 3, 6 a.m.

To MANILA

Pres. van Buren... Oct. 25th, 8 a.m.	Pres. Hayes... Nov. 8th, 6 a.m.
Pres. McKinley... Oct. 25th, 6 p.m.	Pres. Grant... Nov. 9th, 6 p.m.
Pres. Jefferson... Oct. 25th, 6 p.m.	Pres. Lincoln... Nov. 14th, 6 p.m.

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	Kwangsang	Sun. 30th Oct at 7 a.m.
	Mingsang	Wed. 2nd Nov at 7 a.m.
TO SHANGHAI, WEIHAIWEI & CHEEFOO	Mingsang	Wed. 26th Oct at 5 p.m.
TO USAKA AMOY, MOJI & KOBE	Kutsang	Tues. 25th Oct at 7 a.m.
TO CANTON	Namsang	Thurs. 27th Oct at 7 a.m.
	Chaksang	Sun. 23rd Oct at 3 a.m.
	Mingsang	Sun. 23rd Oct at 3 a.m.
TO STRAITS & CALCUTTA	Pooksang	Tues. 25th Oct at 3 p.m.
	Kumsang	Thurs. 10th Nov at 3 p.m.
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FALSE PRETENCES.

AMERICAN CONVICTED IN AMMUNITION DEAL.

Shanghai, Oct. 21.
In the United States Court to-day Mr. Knight M. Crawley, who was charged with obtaining money by false pretences, was found guilty on all counts. Crawley defrauded Yang Sen's representative of \$73,000 by deceitfully agreeing to supply 2,000,000 rounds of ammunition and declining to fulfil the contract. Judge Purdy characterised the evidence for the defendants as "deliberate fabrications in connexion with 'cruel and brutal robbery'."

Sentence was deferred. Crawley has been gaoled pending the raising of bail in \$320,000. Immediately following the Court's decision Elly Widler was arrested by the Swiss Court on the same charge and refused bail.—*Reuter.*

TO-DAY'S FILMS.

FINAL SHOWING OF "BLACK PIRATE."

Saturday finds the Colony's three principal cinemas each showing a film of outstanding merit. The big attraction at the Queen's Theatre is the great mystery drama, "The Cat and the Canary," with Laura La Plante at the head of a cast of stars.

The World Theatre offers Douglas Fairbanks' splendid adventure film in full natural colours, "The Black Pirate," which will not be shown in the Colony again after to-day.

The Star Theatre presents Cecil B. De Mille's drama of marriage, "The Golden Bed," a picture of lavish settings and dramatic events, with Rod La Rocque, Lillian Rich and Vera Reynolds sharing the chief honours.

The programme at the Star Theatre is continuous from 2.30 to 11.15. There are four performances at the "World" Theatre, the orchestra playing at 5.15 and 9.20, and a Chinese interpreter attending at 2.30 and 7.15.

ROOF COLLAPSE.

SOME ALARM IN WANCHAI DISTRICT.

The occupants of No. 173 Queen's Road East had a scare shortly before two o'clock yesterday afternoon when the roof of the house collapsed, taking the ceiling of the top floor with it, and terrifying three people who were on the floor at the time. No one was injured beyond a few scratches.

The house is occupied by Tak Cheung, tin and ironware dealer, the ground floor being used as the shop, the first floor for living quarters, and the top floor as a meeting place. The shock and weight of the collapsed roof proved too much for the ceiling and three joists gave way, causing part of the ceiling to collapse.

The three people who were in the room at the time were covered with debris but they extricated themselves and ran downstairs.

Fire engines were immediately despatched to the scene but returned to the station when it was seen that the collapse was not a serious one. Shoring operations were carried out by the P. W. D.

STORIES OF IRENE PIRACY.

(Continued from Page 2.)

The Rescue.

At about 4 p.m. on Thursday afternoon the pirates ordered all the passengers to go into the steerage stating that a gunboat was seen approaching at a distance. The pirates said that no one would be allowed to even look over the side of the boat, for fear they might make for help. "You remember the Sunning case," they said. "If any of you give a signal for help we will burn the vessel and we will all perish. When night approached the freebooters ordered all the lights of the vessel to be switched off. Some of the passengers tried to light cigarettes but were prevented.

A Fireman's Bravery.

It is said that while the submarine were firing at the Irene the pirates were all in a panic and one of them got down into the engine room and asked the fireman to steam up to prevent capture. Later when the fireman heard the firing of the guns becoming fiercer every minute, and when he saw the pirate climbing the stairs up to the upper deck he pulled him down again and struck him a blow which sent him into the burning fire. The fireman then made his escape and it is believed the freebooter must have met his death in the fire.

ADMIRAL'S PRAISE.

The Stormcloud's Speedy Departure.

Vice-Admiral Boyle made a general signal to the fleet yesterday morning in which H.M.S. Stormcloud was eulogised for her extremely good work in raising steam and leaving the harbour within so short a time of the call.

It is learned that none of the vessels sent to the scene of the piracy in response to the broadcast call were at full strength, the cinema announcements and patrols in few cases having gathered the full number of liberty men together before the ships sailed.

H.M.S. Bruce was the first vessel ordered out, she being the stand-by boat of the squadron, but H.M.S. Stormcloud was the first of the vessels in harbour to report being ready for sea.

The Stormcloud sailed at 11.30 p.m. and returned at 3.30 a.m. with survivors.

"PETER PAN."

FAMOUS BARRIE STORY TO-MORROW.

The attention of cinema-goers is drawn to the fact that the screen version of Sir James Barrie's famous story, "Peter Pan," which will be screened at the Queen's Theatre to-morrow, begins promptly at the times advertised, namely 2.30, 5.10, 7.15 and 9.20, the film

CONSIGNEE NOTICES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

The Steamship.

"TUSHIMA MARU," having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 26th October, 1927, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, October, 19, 1927.

NIPPON YUSEN KAISHA LINE.

From EUROPE and STRAITS.

The Steamship.

"DURBAN MARU," having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 28th October, 1927, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

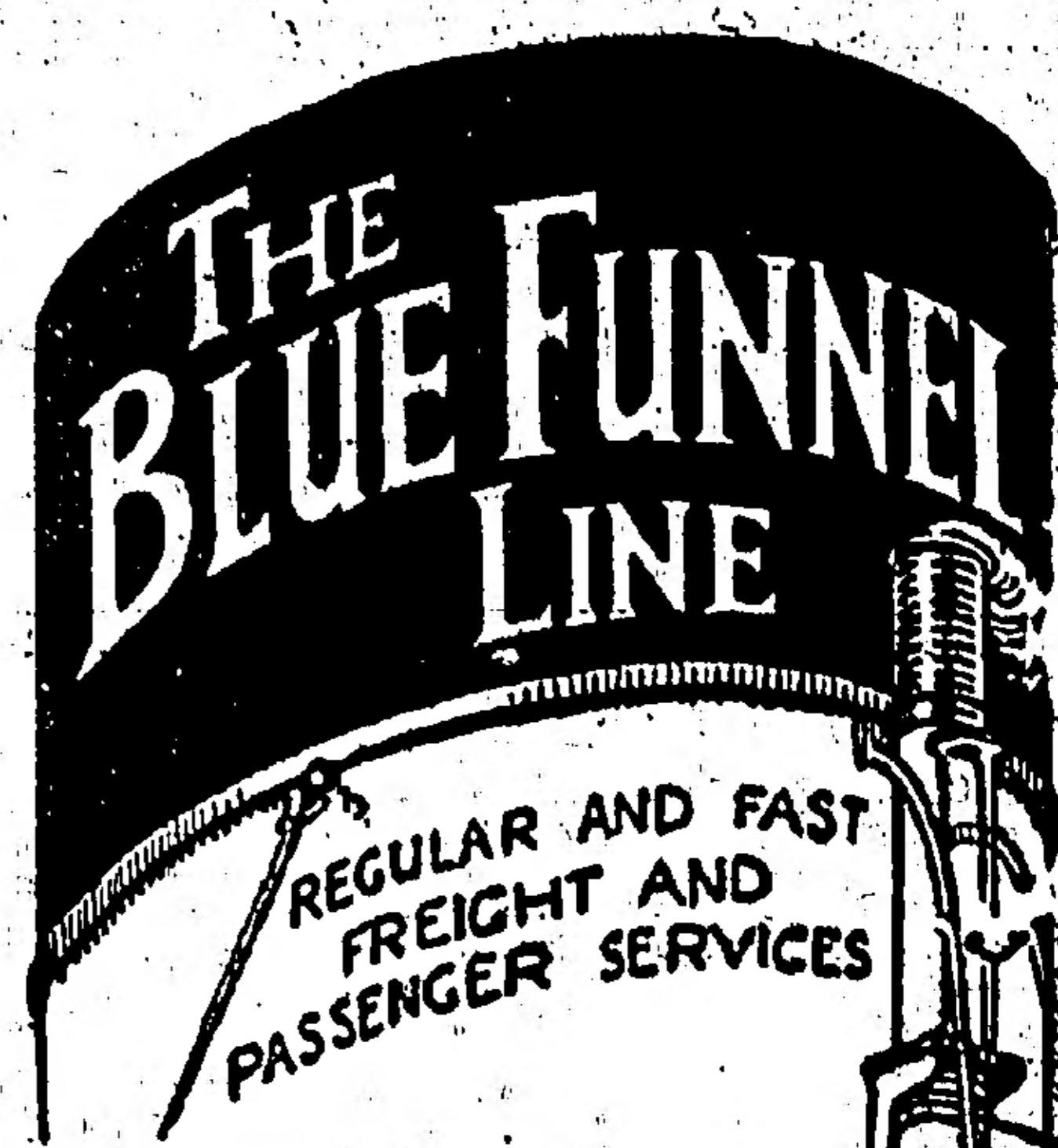
NIPPON YUSEN KAISHA.

Hongkong, October, 21, 1927.

being unusually long and comprising the whole programme. Parents intending to take the kiddies to see this classic are advised by a special advertisement in this issue that the 2.30 and 5.15 performances are best for the purpose, the two later performances always being more heavily patronised with the result that seats are harder to secure.



IT'S QUALITY THAT COUNTS



LONDON SERVICE

"AENEAS"	1st Nov. Mar'les, London, R'dam & Glasgow
"CALCHAS"	15th Nov. Mar'les, London, R'dam & Hamburg
"BARPEDON"	30th Nov. Mar'les, London, R'dam & Glasgow
"DIONED"	13th Dec. Mar'les, London, R'dam & Hamburg

LIVERPOOL SERVICE

"TITAN"	30th Nov. Genoa, Havre, Liverpool & Glasgow
"PELEUS"	20th Dec. Genoa, Havre, Liverpool & Glasgow
"CYCLOPS"	20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"PROTESILAUS"	3rd Nov. ... Victoria, Vancouver & Seattle
"TALTHYBIOS"	24th Nov. ... Victoria, Vancouver & Seattle

NEW YORK SERVICE

"PHEMIUS"	4th Dec. ... New York, Boston & Baltimore
"MACRAON"	18th Dec. ... New York, Boston & Baltimore

PASSENGER SERVICE

"AENEAS"	1st Nov. ... Singapore, Marseilles & London
"BARPEDON"	30th Nov. ... Singapore, Marseilles & London
"PATROCLUS"	27th Dec. ... Singapore, Marseilles & London
"ANTENOR"	25th Jan. ... Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents.

Going home — Combine Rail Trip with Sea Travel!

Shortest,
Coolest
Way



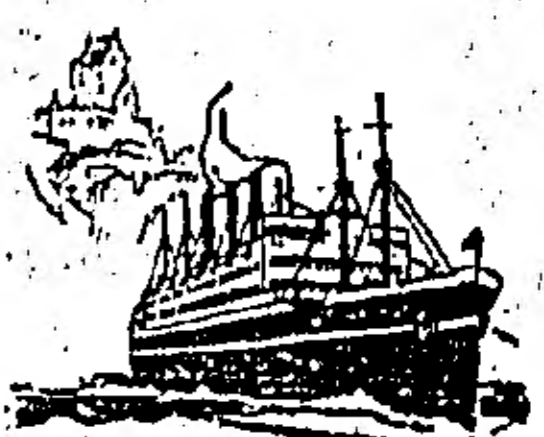
to EUROPE — to Canada — United States

NO hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... fast rail trip, then... a second short sea trip... Each transfer but a step to train or steamer. And the delightful exhilaration of gliding through the Canadian Pacific Rockies... "50 Switzerland in One." Magnificent hotels too—if you have time... of Victoria and Vancouver, at mid-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Empresses of the Atlantic and Cabin Class Ships sail 1,000 miles on the sheltered St. Lawrence... only 4 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.

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AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. GEMMA	15th November
S.S. ZOSMA	13th December

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. MADOKERA	30th October
S.S. OLDEKERK	26th November
S.S. GEMMA	25th December

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to:

JAVA-CHINA-JAPAN LINE,
Agents, York Building.

Tel. Central No. 1574.

BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

S.S. "CITY OF PERTH" ... Havre, London, Rotterdam & Glasgow ... 2nd November.

S.S. "CITY OF DUNDEE" ... London, Rotterdam, Hull & Avonmouth ... 20th November.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and VICE VERSA.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE...

S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 6th November.

S.S. "CITY OF WELLINGTON" ... via Suez Canal ... 20th November.

S.S. "CITY OF LAHORE" ... via Suez Canal ... 29th December.

ALSO AGENTS FOR

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SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA & HAVANA

M.V. "FORREBANK" ... via Suez Canal ... 27th November.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hongkong ... 10th November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chimoio, Inhambane, Zanzibar, Mozambique, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply:—

THE BANK LINE, LTD.
Telephone Central 4791

P. & O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
KASHMIR	8,985	29th Oct.	M'ses, L'don, A'warp & Hull
LAHORE	5,252	6th Nov.	Marseilles & London
DELTA	8,097	8th Nov.	Straits & Bombay
MAEDONIA	11,120	12th Nov.	Marseilles & London
MANTUA	10,946	26th Nov.	Marseilles & London
KASHGAR	9,005	10th Dec.	Marseilles, L'don & A'warp
MOREA	10,953	7th Jan. 1928	Marseilles & London
DEVANHA	8,155	21st Jan.	Marseilles, L'don, & A'warp
MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles, L'don & A'warp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Egypt, Smyrna and other Levant Ports by Steamers of the R.M. Mail S. O.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	7,754	7th Nov.	S'pore, Penang & Calcutta
TALAMBA	8,018	13th Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	28 Oct. 4 p.m.	Manila, Sandakan, Thura
TANDA	6,956	2nd Dec.	Iceland, Townsville, B'bane.
ST. ALBANS	4,500	30th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hsio, Cebu, Malabang, Tawao, Timor, Darwin, or other ports en route as indicated on the Frequent connections from Australia with the following:

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers, or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	23 Oct. 6 a.m.	Amoy, Kobe, Yoko & Osaka
*MONGOLIA	16,504	28th Oct.	Shanghai & Kobe
JEYPORE	5,318	31st Oct.	S'hai, Moji, Kobe & Yoko
TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yoko
MANTUA	10,946	11th Nov.	S'hai, Moji, Kobe & Yoko
KHIVA	9,135	19th Nov.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	6th Dec.	Moji, Kobe, Osaka & Yoko
MOREA	10,953	9th Dec.	S'hai, Moji, Kobe & Yoko
KALYAN	9,144	13th Dec.	S'hai, Moji, Kobe & Yoko
DEVANHA	8,155	24th Dec.	S'hai, Moji, Kobe & Yoko
MALWA	10,986	7 Jan. 1928	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	21st Jan.	S'hai, Moji, Kobe & Yoko
KHIVA	9,135	28th Jan.	Shanghai, Moji & Kobe
MAEDONIA	11,120	4th Feb.	S'hai, Moji, Kobe & Yoko
KASHMIR	8,985	18th Feb.	S'hai, Moji, Kobe & Yoko
KALYAN	9,144	18th Feb.	Shanghai, Moji & Kobe
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82

LONDON, ROTTERDAM & HAMBURG VIA STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" (Via Oran) ... p.m. 22nd Oct.

Steamship "CARMARTHENSIRE" (Via Oran) 2nd Nov.

Motor Vessel "GLENLARA" (Via Oran) ... 30th Nov.

Motor Vessel "CARNARVONSHIRE" (Via Oran) 28th Dec.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong

Motor Vessel "GLENSHIEL" ... 27th Oct.

Steamship "CARNARVONSHIRE" ... 12th Nov.

Steamship "PEMBROKESHIRE" ... 29th Nov.

Steamship "GLENIFFER" ... 8th Dec.

Motor Vessel "GLENOGLE" ... 22nd Dec.

For freight, passage and further particulars, apply to:

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BURNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF EASTBOURNE" via Suez Canal 6th Nov.

S.S. "CITY OF WELLINGTON" via Suez Canal 20th Nov.

S.S. "PREMIUS" ... via Suez Canal 4th Dec.

S.S. "MACHAON" ... via Suez Canal 18th Dec.

S.S. "CITY OF LAHORE" ... via Suez Canal 29th Dec.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

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Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

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For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

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PASSENGERS.

ARRIVED.

Per s.s. Mishima Maru from Australia, October 20.—Miss R. Brown, Gordon, Mrs. N. Johnston, Mrs. J. Pearl Bourke, Mr. Donald Hugh Bourke, Mr. R. H. Beavan, Mr. George H. Blackledge, Mr. Nah Boon Pin, Mr. Yip Kuo, Mrs. Gullerme, Mrs. Santos, Mrs. Janio Herrea, Master Pedro Herrea, Miss Fernan Herrea, Miss Epifanio Herrea, Master Elinorio Herrea, Miss Jean Conrad, Mr. Tatsumatsu Yoneda, Mr. Eitaroh Noda, Rev. F. William Cunningham, Mrs. Katherine Cunningham, Master J. R. Cunningham, Master L. M. Cunningham, Mr. N. Sydney Sexton, Mr. Okaji, Mrs. Hanna Terashita, Mr. Kiyozoh Yamaguchi, Mr. Shimpei Nobusaburo Hibuya, Mrs. Shu Imai, Master Hogan Imai, Mr. Yoshimaro Wakasaka, Mrs. Toyono Hashimoto, Mr. Zenemon Kosage, Mrs. Ayako Kosage, Miss Michiko Kosage, Mr. Masuo Katayama, Mrs. Tazuko Takahashi, Mr. Kotaro Takahashi.

Per s.s. Kashima Maru from Japan, via ports, October 21.—Mr. T. Aida, Mrs. A. Aida, Master R. Aida, Master T. Aida, Mrs. G. H. Bernard, Mrs. E. R. Cheung, Mr. W. E. Douglas, Mr. K. B. Fong, Mr. M. Guereiro, Mr. M. M. Guire, Mrs. M. M. Guire, Mr. S. Koga, Mrs. S. Koga, Mr. B. L. Lee, Mr. T. H. Mai, Mrs. T. K. V. Mai, Mr. H. Murayama, Mr. K. Sugiyama, Mr. K. V. Sick, Mr. C. W. Shoop, Mr. L. Shighin, Mr. L. M. Silva, Mr. Y. C. Ten, Mr. T. C. The, Mr. S. C. Tan, Mr. Y. T. Whom, Mr. S. W. Wong, Mr. C. V. Wo, Mr. K. S. Whon, Master D. C. Whon, Master D. C. Whon, Miss A. C. Chen, Mr. S. C. Chino, Mr. G. W. Chi, Mr. G. H. Dresser, Mr. W. S. Dyer, Mr. T. A. Ehtman, Mr. S. Fukase, Mr. T. Fukagawa, Capt. L. D. Gamman, Mrs. A. M. Gamman, Mr. C. F. Gram, Mr. V. B. Glover, Mrs. V. D. Glover, Mr. K. Hoshino, Mr. H. Haruka, Miss S. Hirado, Mr. K. Ishii, Mrs. M. Ishii, Master R. Ishii, Mr. S. Idoi, Mr. Jaraman, Mr. S. Kuba, Mr. T. Katayama, Mrs. Y. Katayama, Miss T. Kunugi, Miss Y. Kunugi, Prof. R. Kaneko, Mr. S. Kan, Mrs. I. O. Lees, Mr. R. D. Lawrence, Mr. A. S. Murray, Mrs. M. H. Murray, Mr. A. Matsuda, Mr. H. Matsui, Mr. T. Murata, Mrs. H. Murakami, Miss N. Murakami, Master H. Murakami, Miss T. Murakami, Miss K. Murakami, Mr. Y. Nakazuka, Mr. S. Nakazuka, Miss Y. Nakazuka, Mr. C. Nawa, Mrs. M. Okada, Miss Y. Okada, Mr. S. Otaga, Mr. R. H. Rocksby, Master J. V. Royner, Mr. T. Suzuki, Mr. T. Satoh, Mr. F. Sonobe, Mr. H. Suguro, Mr. M. Saegi, Mr. P. H. Smith, Mr. K. Tasaka, Mrs. K. Tanigawa, Master H. Tanigawa, Mr. T. Takayangi, Mrs. S. Takayangi, Miss M. Takayangi, Master N. Takayangi, Miss T. Takayangi, Mr. S. Tomonaga, Mr. C. T. Tsai, Mr. M. Umberto, Mr. M. Yamada, Mr. K. Yokoyama, Mr. T. Yoshida, Mr. S. Yanai.

DEPARTED.

Per s.s. Mishima Maru for Japan via ports, October 21.—Mr. and Mrs. Kosuga, Mr. N. Yamashita, Mr. Y. Miso, Mr. T. Yamaguchi, Mr. S. N. Sexton, Mr. Katayama, Mr. and Mrs. M. Anan, Mr. S. Oshima, Rev. and Mrs. F. W. Cunningham, Mr. Wakizaka, Mr. Shibuya, Master Cunningham, Master Cunningham, Mr. K. Yamaguchi, Mr. U. Mizukuchi, Mr. W. Hidaka, Mrs. T. Hashimoto, Mrs. H. Torashita, Mr. S. Okaji, Mrs. Imai, Mr. and Mrs. Takahashi.

The skeleton of a man has been sold by auction at Middlesbrough. It was in a long box, but was only attached at the top by a wire from the skull, and dangled about in a gruesome manner. Bidding started at 5s., but eventually it was knocked down for £3 to an ambulance man who wanted it for demonstrations.—"Alas, poor Yorick."—"Hamlet."

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"ELPENOR"

From NEW YORK via SINGAPORE.

are hereby notified that the cargo having arrived per s.s. "Euryplus" from Singapore will be discharged in to Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th November of they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 21, 1927.

JAPAN'S TRADE.

REVIVAL DURING SEPTEMBER QUARTER.

During the September quarter, Japan's foreign trade witnessed a revival. There was an excess of exports over imports of Yen 34,000,000, the total amount of exports being Yen 175,000,000.

Compared with the figures for the corresponding period of last year, this shows an excess of exports over imports of Yen 20,000,000, an increase of Yen 3,000,000 in exports and a decrease of Yen 20,000,000 in imports.

The total export trade to China amounted to Yen 39,000,000, which is Yen 26,000,000 more than the imports.

The money market continues easy. Tokyo and Osaka banks lowered their rates of interest on deposits on October 8, and the Bank of Japan, in sympathy with the general tendency of the market, announced lower discount and bank rates.

A newly established bank, named the Showa Bank, has been capitalised at Yen 10,000,000. There is a plan for the merger of the banks closed during the recent financial panic throughout the country.

On the stock market, there is every likelihood of animation. Owing to a prospective heavy crop of rice, the market of this commodity is sluggish. The silk market is active, while other markets are generally quiet.

A fortune of £10,000 awaits the unknown next-of-kin of Heinrich Schmidt, who is said to have kept a restaurant in Birmingham years ago. The Lord Mayor of Birmingham has been invited to join in the search by a New York attorney, who asks that any information may be sent to him. Schmidt was married and a father, but no traces of his descendants can be found.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"SARPEDON"

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 9th November or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 20, 1927.

OCEAN STEAM SHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"EURYPYLUS"

From UNITED KINGDOM and CONTINENTAL PORTS via STRAITS.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 21, 1927.

The Stratford-on-Avon Gala Week has resulted in a net profit of over £1,300 which will go to the Shakespeare Memorial Theatre rebuilding fund.



IT'S QUALITY THAT COUNTS.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

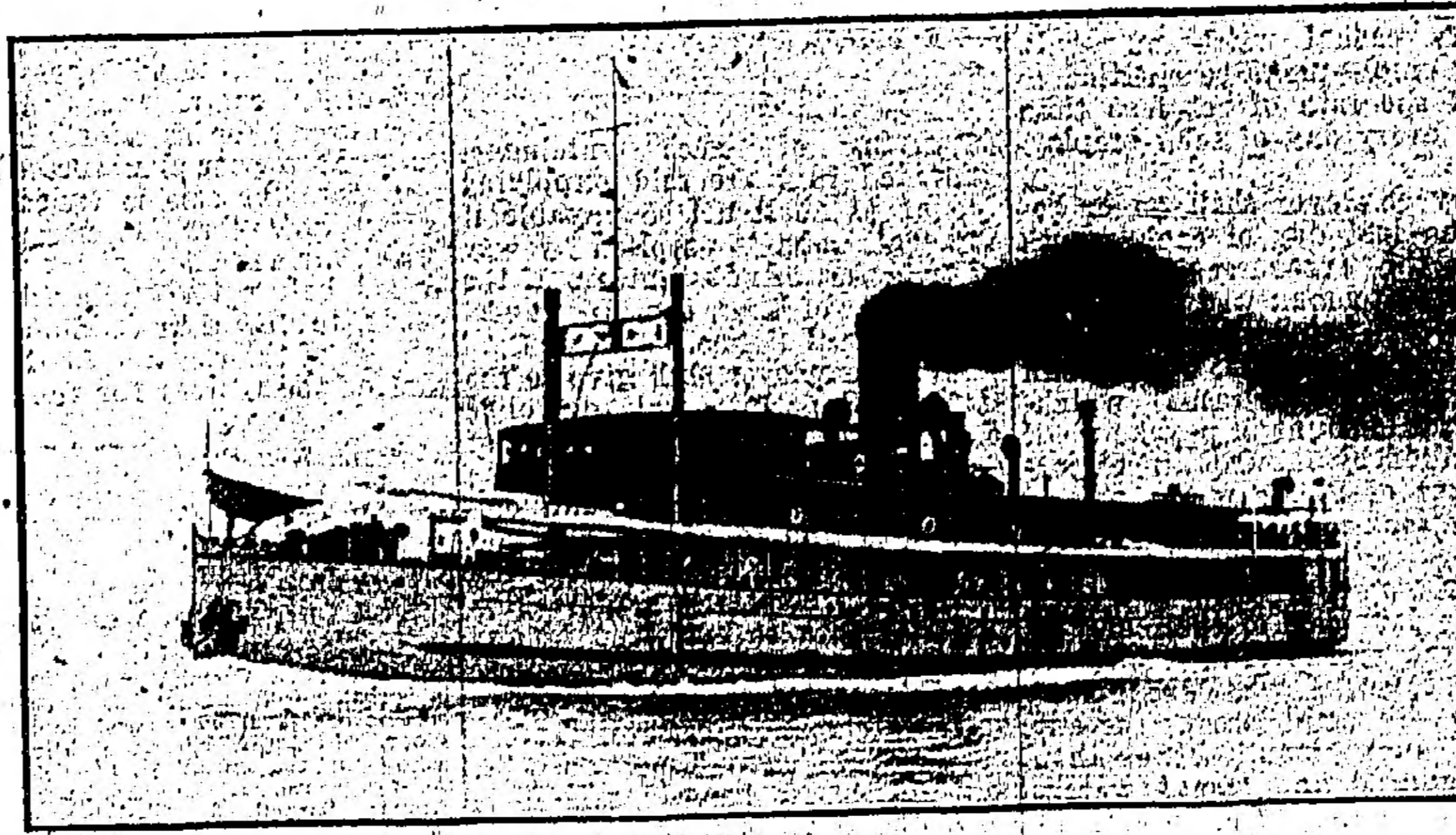
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Passenger & Cargo River Steamer, built and engine at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd.

for service on the Middle Yangtze, Hankow-Iohang.

Please address enquiries to the Chief Manager:—

R.M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83 via SAN FRANCISCO

G\$440 G\$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tonyo Maru ... Monday, 31st Oct.

*Korea Maru ... Sunday, 13th Nov.

Shinyo Maru ... Tuesday, 29th Nov.

*Calle Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

Hakone Maru ... Saturday, 5th Nov.

Suwa Maru ... Saturday, 19th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru ... Monday, 23rd Nov.

Tango Maru ... Wednesday, 21st Dec.

BOMBAY via Singapore, Penang & Colombo.

Rangoon Maru ... Friday, 28th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles Mexico & Panama

Bokuyo Maru ... Wednesday, 16th Nov.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports

Wakase Maru ... Saturday, 19th Nov.

NEW YORK and/or BOSTON via PANAMA.

Lisbon Maru ... Tuesday, 25th Oct.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Toyouka Maru ... Friday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

Osaka Maru ... Sunday, 30th Oct.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru ... Friday, 18th Nov.

SHANGHAI, KOBE & YOKOHAMA.

Moji Maru (Moji Direct) ... Monday, 24th Oct.

Sado Maru ... Saturday, 29th Oct.

Hakozaki Maru ... Monday, 31st Oct.

*Cargo only.

For further information apply to:— NIPPON YUSE

HOTELS

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
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newly renovated and installed with Box Spring Beds, Hot and
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All Trams pass in front of Hotel.
Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.
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A FIRST CLASS HOTEL WITH ALL MODERN
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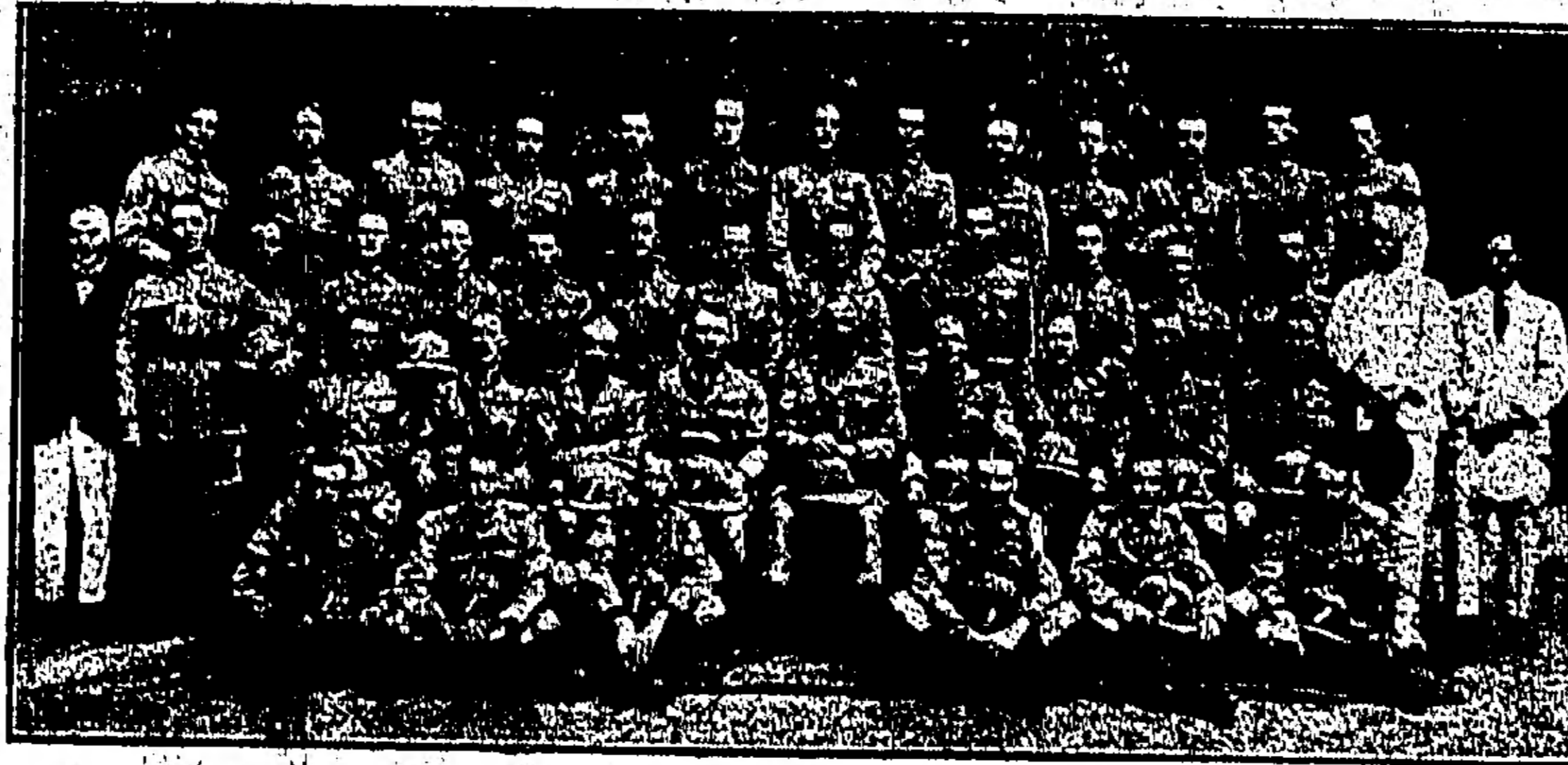
4-A, Des Vœux Road, Central,
Hongkong.

A helmet, believed by experts to
be 2,000 years old, has been found
by a peasant at Chamoson, Canton
Valais, a place where valuable re-
lics of the Roman period have pre-
viously been discovered.

There has been an explosion of
petrol and ether in a chemist's
shop at Warsaw. Three assistants
were killed and five passengers by
were severely injured. The shop
was almost demolished.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

A GARRISON UNIT.



A recent photograph of the R.A.S.C. unit at present stationed with the Garrison in Hongkong. (Photo. Ming Yuen).

NEW ORDINANCE.

(Continued from Page 9.)

Section 13 of the Ordinance provides that no watchman is to act as a money-lender or to have any share in the business of any money-lender.

DRAFT REGULATIONS.

Important Requirements.

The draft of regulations proposed to be made under the intended Watchmen Ordinance, is also published for general information, and among the requirements are the following:—

Every watchman shall pay to the Captain Superintendent of Police a fee of \$1 upon registration in the Watchmen's Register.

The Captain Superintendent of Police shall issue to each registered watchman a licence book bearing the name, photograph, thumb print and registered number of such watchman.

Every employer shall, when ceasing to employ any particular watchman, enter in such watchman's licence book a note of the date upon which he ceases to employ such watchman, and a report on the watchman's character, and shall sign the said note and report.

The Captain Superintendent of Police shall issue to each registered watchman a badge bearing the registered number of such watchman; and such watchman shall wear his badge at all times while on duty.

Every watchman, other than ship's guards, shall be provided with uniform the cost of which shall be defrayed by deduction from the pay of such watchman.

Promotion to the rank of head watchman shall be in the discretion of the Captain Superintendent of Police.

Every registered watchman, other than ship's guards, shall attend at such times and places as may be directed by the Captain Superintendent of Police and shall there take part in such parades, instruction and musketry and revolver practice as may be prescribed by the Captain Superintendent of Police.

Every watchman of Chinese race, other than casual watchmen, shall, during employment, be entitled to pay at the rate of not less than \$20 per month with free quarters or not less than \$23 per month without free quarters; and every other watchman, other than casual watchmen, shall, during employment, be entitled to pay at the rate of not less than \$25 per month with free quarters or not less than \$28 per month without free quarters.

Every head watchman of Chinese race shall during employment be entitled to pay at the rate of not less than \$22 per month with free quarters or not less than \$25 per month without free quarters; and every other head watchman shall during employment be entitled to pay at the rate of not less than \$27 per month with free quarters or not less than \$30 per month without free quarters.

Every casual watchman shall, during employment, be entitled to pay at the rate of not less than \$2 for every day of such employment.

Every employer shall on or before the last day of each month pay to the Treasurer in respect of each watchman who shall have been in his employment for any part of such month, other than ship's guards and casual watchmen, such amount of pay as shall be certified by the Captain Superintendent of Police as the pay of such watchman for the current month.

Every employer shall, on or before the last day of each month, pay to the Treasurer in respect of each watchman who shall have been in his employment for any part of such month, other than ship's guards and casual watchmen, the sum of \$1 per month or part of a month, for police supervision.

Every employer to whom any watchman is supplied by the Captain Superintendent of Police shall, except where a supervision fee is to be paid, forthwith pay to the Captain Superintendent of Police a fee of \$1 in respect of the

NAVY WHO BECAME
A DRAMATIST.SEAN O'CASEY TO MARY
AN IRISH ACTRESS.

Sean O'Casey, the Dublin navy who became one of the most important dramatists to appear since the war, was to marry in midweek Miss Eileen Carey, a young Irish actress who has appeared in several of his plays, and who is also a native of Dublin. The ceremony was to take place at the Church of All Souls and the Holy Redeemer, Chelsea.

One of the most shy and retiring personalities in the theatre, Mr. O'Casey, who is 43, tried to keep the event quiet until after the ceremony, and the news of the marriage came as a surprise even to his friends.

Sean O'Casey was unknown in the dramatic world before 1923, but since then he has had five plays produced, and took the Hawththornden Prize in 1926 for work which Lord Oxford described as "in the truest and most adequate sense a great work of art."

He left Dublin and a life of hardships last year, and took a flat in Chelsea, where he was recently working on the second act of his new play, "The Red Lily."

For a long time he refused, like Mr. Shaw, to wear dress clothes, and once (says the *Daily News*) was turned away by the butler from a peer's house where he was to be the guest of honour.

He has been roaming the East End and Dockland recently to gather material for a group of Cockney plays. Before he sprang into fame with the success of "The Plough and the Stars" Mr. O'Casey was living in a Dublin tenement.

Miss Eileen Carey began her stage career in the chorus of the D'Oyly Carte Opera Company, and was given her chance as understudy in "The Plough and the Stars" at the Fortune Theatre. One of the principals, Miss Kathleen O'Regan, was taken ill just before the first night and Miss Carey took the part at short notice. It was during the rehearsals for this play that she met Mr. O'Casey.

The *Malaya Mail* has received statistics of the mean estimated population of the F. M. S., as on June 30. These are as follows: Perak, 664,680; Selangor, 478,868; Negri Sembilan, 209,113; Pahang, 163,162. Total, 1,504,823.

The agent of the Wahabiti King to the Imam Yehia of Sanas is reported to have returned to the Hejaz, as no settlement could be reached with regard to the frontier, which the British claim should include Hodeida, Lahia, and Maidi.

El Universal, of Mexico City, states that a group of army aviators who have been sent to Europe to study the progress of aviation, are authorized to spend 500,000 pesos (roughly £50,000) on the purchase of aeroplanes for the Mexican Government.

supplying of such watchman, provided that the said supplying fee of \$1 shall not be payable if the watchman is supplied by way of transfer, or substitution, at the instance of the Captain Superintendent of Police.

Every employer shall give to the Captain Superintendent of Police one month's notice in writing of intention to discontinue the services of any watchman employed by him, other than a casual watchman, or else pay to the Treasurer forthwith, upon discontinuing with the services of any watchman, a sum equal to one month's pay at the rate at which such watchman immediately before his services were discontinued was entitled to be paid, together with the additional sum of \$3 in respect of quarters where free quarters were provided by the employer; provided that it shall be lawful for the Captain Superintendent of Police to waive such notice or payment or to accept shorter notice or to authorize the Treasurer to accept a reduced payment.

AN UNUSUAL LAW
SUIT.GERMAN ACTOR SUED
FOR PLAYS FAILURE.

Intense interest has been aroused not only in theatrical circles in Berlin but also amid the general public by the bringing of suit at law to determine the responsibility of an actor for the success or failure of a play.

The suit is that of Herr Saltenberg, theatrical manager and head of one of the greatest amusement corporations of Berlin, against Rudolf Forster, one of the most talented and popular actors of Berlin.

Herr Forster was cast for the star part in "Scandal in America," by Hans Rehfisch, a play that was brought out at great expense and with great expectations at the German Artists' Theatre, a house controlled by the Saltenberg concern.

A Frost.

The play was produced with a great flourish of trumpets, but was not favourably received by the public. Indeed, it encountered such a "frost" that after a few performances it had to be withdrawn.

The extraordinary feature of the case was, however, that while the play itself was unmistakably damned, the star, Forster, himself achieved an immense personal triumph: so that after the curtain had fallen at the end of the performance, amid either dead silence or expressions of disapproval, he was vociferously called before the curtain and heartily applauded.

With this attitude of the public, however, Herr Saltenberg did not agree. Instead, he regarded Forster as responsible for the failure of the play, and consequently brought before the arbitral tribunal of the stage a suit that is probably unique in dramatic history.

In his complaint he declared that the actor was at fault and had caused the failure of the play and consequent heavy loss to the management, and he demanded to be reimbursed in the sum of 500,000 marks damages. One of the chief charges against the actor has to do with his "too early change to costume."

Too Quick Change.

This occurred in a scene in the first act, which was supposed to occur on an ocean steamer, and in which the actor had to change quickly from the uniform of a steward to a conventional street costume.

In the hurry Forster made the change, sooner than Saltenberg thought he should have done, and thus, in the latter's opinion, damaged the performance and spoiled the play.

Forster's reply was that as a matter of fact the audience did not realise that the change had been made too soon.

The reply of the actor to the manager's complaint was that the cause of the failure was the play itself, and in this he was supported not only by a number of expert critics, but also by the author of the play himself, who unhesitatingly accepted for his work all the onus of failure, and declared that the actor was in no wise responsible, but on the contrary was entitled to such credit for his efforts in trying to make a poor play succeed.

Before the case is ended a long array of authorities from Berlin and various other cities will be called before the tribunal as experts, to give their opinions of the merits of the play and of the actor, and of the reasons for the failure.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. Bach: the Choral Prelude, "Wenn Wir doch alle einander liebten." 2. Two: the well-known one in D minor and another in D major, the latter being unfinished in the sense that the greater part exists only in Beethoven form. It was completed by John Francis Barnett. 3. Schubert: the song, "Mark, mark the lark." 4. Rossini: 5. The full score of Act I. of the opera "Flora." 10 pages, composed by Schubert, in seven days; the whole of "The Messiah," composed by Handel in 24 days. 6. St. Hubert, France. 7. Haydn: the song was given him by Zedek. 8. Another theme, which is never heard, goes with the theme played, and with each variation of it. Nobody has yet discovered what this "hidden" theme is. 9. About 200, exact figure unknown, as several are known to have been lost. 10. Both went blind.

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